

Table Of Contents

Introduction	i
Chapter 1: Protecting Our Investment	1
Section 1: Policy Objective/ Policy Principles	2
Section 2: Service Objectives	3
Section 3: Policy on Special Topics	4
3.1 Rail Rights of Way	4
3.2 Weight Restrictions	6
Section 4: Applicable RCW's	11
Chapter 2: Operate Transportation Systems	12
Section 1: Policy Objective/ Policy Principles	13
Section 2: Service Objectives	14
Section 3: Policy on Special Topics	15
3.1 Transportation Demand Management	15
3.2 Transportation System Management	18
3.3 Advanced Technologies/ ITS	20
Section 4: Applicable RCW's	22
Chapter 3: Improve Safety	23
Section 1: Policy Objective/ Policy Principles	24
Section 2: Service Objectives	25
Section 3: Policy on Special Topics	26
3.1 Safety Policy Cross-Reference	26
3.2 Roadway Safety Policy	27
Section 4: Applicable RCW's	39
Chapter 4: Provide Viable Mobility Choices	41
Section 1: Policy Objective/ Policy Principles	42
Section 2: Service Objectives	43
Section 3: Policy on Special Topics	44
3.1 Urban Mobility	44
3.2 Non-motorized	45
3.3 High Occupancy Vehicle	52
3.4 Telecommunications/ Transportation Linkages	54
3.5 Intermodalism	57
3.6 Ferry System Parking	59
3.7 Public Transportation	61

Section 4: Applicable RCW's	62
Chapter 5: Support The Economy	63
Section 1: Policy Objective/ Policy Principles	64
Section 2: Service Objectives	65
Section 3: Policy on Special Topics	66
3.1 Freight and Goods Mobility	66
3.2 Freight Rail	70
Section 4: Applicable RCW's	71
Chapter 6: Meet Environmental Responsibilities	72
Section 1: Policy Objective/ Policy Principles	73
Section 2: Service Objectives	74
Section 3: Policy on Special Topics	75
3.1 Air Quality	75
3.2 Water Quality	76
3.3 Fish and Wildlife Habitat Protection	77
3.4 Wetlands Conservation	78
3.5 Use of Non-Renewable Energy Resources	79
3.6 Visual Quality	80
3.7 Noise Abatement	81
3.8 Use of Hazardous Substances	82
3.9 Heritage Resources	83
Section 4: Applicable RCW's	85
Chapter 7: Cooperate and Coordinate	86
Section 1: Policy Objective/ Policy Principles	87
Section 2: Service Objectives	88
Section 3: Policy on Special Topics	89
3.1 Planning	90
3.2 Issues of Statewide Significance	91
3.3 Land Use and Transportation Linkages	93
3.4 Programming	95
3.5 Partnerships	97
3.6 Facility Naming	99
Section 4: Applicable RCW's	100
Chapter 8: Continuously Improve	101
Section 1: Policy Objective/ Policy Principles	102
Section 2: Service Objectives	103
Section 3: Policy on Special Topics	104
3.1 Transportation Funding	104

3.2 Delegation Authority - - - - -	106
3.3 Additional Commission Policies - - - - -	108
Section 4: Applicable RCW's - - - - -	109

INTRODUCTION

In May, 1996 the Washington State Transportation Commission adopted eight policy objectives which were designed to guide the pursuit and achievement of the following purpose:

To provide safe, efficient, dependable and environmentally responsible transportation facilities and services to:

- *Promote a positive quality of life for Washington citizens.*
- *Enhance the economic vitality of all areas of the state.*
- *Protect the natural environment and improve the built environment.*

The Commission policy objectives provide the framework upon which this policy catalog has been developed. The majority of the policies included in this document have been derived from Washington State Policy Plans, dating back to January 1990. Those six policy plans were created out of a desire to establish a systematic approach that could guide the development of our future transportation system, and this catalog is the articulation of that desire. This catalog also contains policies adopted by the Commission as motions or resolutions that were not a direct part of the Policy Plan process.

The purpose of this policy catalog is to provide you, the user, with an informational tool which collects adopted Commission policies, Washington Transportation Plan (WTP) modal service objectives, and applicable RCW's in a single document. It is intended to provide policy information and guidance for implementing transportation programs at the State, Regional and Local levels.

The presentation of policies have been organized according to the eight policy objective categories, each representing a chapter:

- ***PROTECT OUR INVESTMENTS*** by keeping transportation infrastructure in sound operating condition.
- ***OPERATE TRANSPORTATION SYSTEMS*** to work reliably and responsibly for the customer.
- ***IMPROVE SAFETY*** through continuous reduction in the societal costs of accidents.
- ***PROVIDE VIABLE MOBILITY CHOICES*** for the customer and expand the system to accommodate growth.

- ***SUPPORT THE ECONOMY*** through reduced barriers to the movement of people, products and information.
- ***MEET ENVIRONMENTAL RESPONSIBILITIES***
- ***COOPERATE AND COORDINATE*** with private and public transportation partners so that systems work together cost effectively.
- ***CONTINUOUSLY IMPROVE*** the efficient and effective delivery of agency programs.

Because organizational policy is a dynamic and evolving area, this catalog has been designed to accommodate future changes or modifications in WSDOT policy, WTP service objectives, or RCW language. After reviewing this catalog, the reader may believe that there are some policy gaps and/or policy areas which are in need of further attention, demonstrating why it is important that this catalog be adaptable to organizational policy changes. It is hoped that this catalog will spark an effort to address those policy needs/ deficiencies so that WSDOT policy will continue to be responsive to the changing needs of today's transportation environment.

CHAPTER 1

PROTECT OUR INVESTMENTS

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Protect our investments by keeping transportation infrastructure in sound operating condition.

POLICY PRINCIPLES:

- Emphasize infrastructure preservation and maintenance as the priority in funding transportation programs.
- Use lowest life cycle cost methodology to determine the appropriate schedule for upkeep.

SECTION 2

SERVICE OBJECTIVES

- Preserve pavement, bridges and other highway infrastructure cost effectively to protect the public investment.
- Refurbish ferry terminals, when cost-effective, to extend their service life.
- Refurbish ferry vessels, when cost-effective, to extend their service life.
- Preserve existing public transportation facilities and equipment.
- Preserve and enhance service on branch lines, promote continued service on light density lines, and preserve essential lines threatened with abandonment.
- Identify and preserve essential rail corridors for future rail service.
- Maintain the use of Columbia/Snake river system as a transportation right-of-way.
- Preserve channel depths and widths for shipping and barging.
- Maintain and improve ship turning basins in port areas to meet demand.
- Maintain adequate dockside water depth.
- Maintain minimum operating pools to preserve current lock handling capacity on the Columbia and Snake River systems
- Preserve current lock handling capacity on the Lake Washington ship canal.
- Maintain and improve state-owned airport facilities in safe and efficient conditions.
- Refurbish airport facilities when cost-effective.

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 RAIL RIGHTS OF WAY

Rail rights of way are valuable transportation corridors and should be preserved.

Pursue preservation of railroad rights of way in the following priority order:

The first priority is preservation of service:

- Preserve existing freight rail service. WSDOT shall be the lead for planning the preservation of freight rail services.
- Preserve existing common carrier passenger rail service: WSDOT should be the lead for planning and funding statewide rail passenger facilities. The appropriate regional transportation planning organization/ metropolitan planning organization shall be the lead for planning and funding regional or local commuter facilities.

If service cannot be preserved, then preserve rights of way, trackage, and facilities with near term future viability.

- Preserve railroad rights of way, track, and other facilities of statewide transportation significance.
- Preserve railroad rights of way, track, and other facilities for future regional or local rail service: Regional transportation planning organizations/ metropolitan planning organizations shall identify rights of way and facilities with potential for present or future local or regional transportation uses.

If trackage cannot be preserved, then preserve rights of way as interim trails for future rail use.

- Acquire the right of way and maintain the structural integrity of the roadbed including fills, tunnels, bridges, etc., for current use and for future re-establishment of railroad service.
- Preserve rights of way identified in the State Bicycle Plan and the State Trails Plan as part of the state transportation system.
- Preserve rights of way identified by local public entities as part of the local transportation or trails system.
- Preserve rights of way identified for preservation in State Freight Rail Plan with Essential Rail Banking Account funds, contingent upon a local entity agreement to manage the corridor.
- Private interests shall preserve rights of way identified as profitable.

If preservation as interim trails cannot be achieved, then, as a minimum, preserve rights of way for other transportation uses.

- Preserve rights of way for present or future public or utility use. This may require negotiations with the reversionary property rights holders.
- Rights of way identified by state agencies: The interested state agency should preserve these rights of way.
- Rights of way identified by local or regional entity: The affected local or regional entity should preserve these rights of way.
- Rights of way identified by private entity: The affected private entity should preserve these rights of way.

3.2 WEIGHT RESTRICTIONS

Weight restrictions should reflect the importance of preserving the transportation infrastructure.

Interjurisdictional Coordination

Allow local jurisdictions autonomy in determining when and where weight restrictions and road closures should be implemented. Aggressively pursue coordination and consistency among neighboring jurisdictions in implementing weight restrictions and road closures.

Action Strategies:

- Develop and encourage adoption of a model ordinance to achieve coordinated and consistent policy among jurisdictions.
- Develop coordinated protocols for communicating placement and removal of road weight restrictions within regions.
- Compile and maintain a list of roadways on the freight and goods transportation system which are susceptible to seasonal weight restrictions and make the list available to state and local agencies, motor carriers and shippers.
- Develop an electronic map format for showing potential weight restricted roadways statewide and current load-restricted road segments during the spring thaw season. This map should be available to public agencies, motor carriers, shippers and to any other interested parties.

Temporary Weight Restrictions

The State and local jurisdictions should adopt standard, technically based, methods for determining when and where temporary weight restrictions are needed.

Action Strategies:

- Provide state and local jurisdictions information on determining when and where to place and remove temporary weight restrictions or road closures. The technical guidance information should be developed and made available through guidelines, pamphlets, and a model ordinance.
- Training materials and courses should be developed and updated continuously to provide educational opportunities to state, county and city engineers for determining when and where temporary weight restrictions and road closures are needed.
- Provide an informational brochure that targets the general public and highlights the need for weight restrictions and road closures.

Seasonal Weight Restrictions

Design roadways on the freight and goods transportation system to reduce or eliminate seasonal weight restrictions. The implementation of this policy will vary according to project type as outlined below:

All new construction projects will be designed to eliminate the need for seasonal weight restrictions.

All reconstruction projects will be designed to eliminate or reduce the need for seasonal weight restrictions.

The design of rehabilitation projects will consider reducing or eliminating the need for seasonal weight restrictions where cost effective over short segments.

Action Strategies:

- City and County Design Standards shall incorporate design criteria guidance to reduce or eliminate the need for seasonal weight restrictions.

New Technology

Periodically review and recommend updates to weight restriction regulations to allow the use of new technologies after benefits are clearly documented.

Action Strategies:

- Monitor, verify and disseminate information on new technologies, such as central tire inflation, that would allow vehicles to travel over freeze-thaw susceptible roadways without pavement damage.
- Technical guidance materials should include information on the relationship between vehicle speed and damage to freeze-thaw weakened pavements

Bridge Weight Limits

Base weight restriction limits of all bridge structures on their load-carrying capacity and inspection data.

Action Strategies:

- Periodically inspect bridge structures of less than 20 feet in length that are on the freight and goods transportation system.
- Post all weight- and size-restricted bridges in accordance with National Bridge Inspection Standards and uniform load rating criteria.

Routing of Oversize/ Overweight Loads

Establish a single permit process for overweight and oversize truck movements on the freight and goods transportation system. This process would apply to trucks within specified weight and/ or size limitations. Develop an improved permitting process for movements exceeding the prespecified weight and size limitations.

Action Strategies:

- Develop and maintain a list of roadways and bridge structures having weight and/or size restrictions that include the applicable limitation and should provide this information to public agencies, motor carriers and shippers.
- Establish an Interjurisdictional task force to develop a formal, two-tier process for the issuance of permits for overweight/ oversize loads that will travel over state and local roads during a single trip. The task force should:
 - Define the prespecified size and weight limitation (the envelope vehicle) in which only those exceeding the prespecified limits would have to be permitted through a more formal protocol process.
 - Determine the routes on which the envelope vehicle may travel.
 - Establish the permit process.
 - Develop a process for distributing permit fees collected among participating agencies.
 - Identify local jurisdictions not participating in the envelope vehicle permit process which will require their own permits or endorsement of the state permit.
 - Develop a formal protocol permit process for loads not meeting the envelope vehicle criteria. This process should be developed by the task force and should consider requiring local agency approval of the permit before state consideration (the roadways and bridge structures of local jurisdictions are typically more restrictive than those on state highways).

Legal Size and Weight Increase

Future increases in the legal weight limits should reflect the importance of preserving pavement and bridge structures.

Bridge management systems shall move toward analyzing and evaluating truck weight impacts on pavements and bridge structures.

Action Strategy:

- Continue to monitor federal rule-making on motor carrier weight increases and provide comments on the impact of proposed changes.

Exempt Vehicles

Establish statewide criteria for vehicles exempt from roadway weight restrictions and closures, excluding exemption from weight-restricted bridge structures. The criteria should serve to encourage coordination and consistency among neighboring jurisdictions on vehicles exempt from weight restrictions and road closures.

Action Strategies:

- Establish an Interjurisdictional task force to develop guidelines and criteria to be reviewed when considering exemption of vehicles. The criteria should be incorporated into the statewide model ordinance.

- Local jurisdictions should consider modifying their weight restriction and road closure ordinances to promote regional consistency in vehicle exemption practices.

Overweight Fines and Fees

Design overweight permit fees to capture the accelerated damage caused by heavy truck loads.

Make overweight fines higher than overweight permit fees and costly enough to promote compliance.

Action Strategies:

- Develop an education program to inform enforcement officers, judges and prosecutors on the impact of noncompliance and the need for enforcement and applying fines more stringently.
- Form a task force to propose to the Legislature an overweight permit fee schedule that reflects the damage repair costs and includes an overweight fines schedule which encourages compliance with state size and weight limitations. The proposals should include a means by which:
 - Fees and fines are adjusted periodically or indexed for inflation.
 - Companies, rather than drivers, are held responsible for overweight fines. Violations are monitored by company name to identify patterns of noncompliance.
 - Fines and other punishments are linked to the number of violations by individual companies.
 - Investigate the feasibility of having overweight fines and permit fee violations adjudicated through administrative law procedures rather than the criminal justice system. The investigation also should address the relevant evidence process and the ability of authorities to obtain records of contents and weights, private scale records, bills of lading, and other information important for prosecution.

Funding Policies

New or increased revenues should be used to address freight and goods transportation system deficiencies, with an emphasis on improving roadway segments and bridge structures subject to weight restrictions and road closures.

Projects on the freight and goods transportation system should receive added consideration in the competition for transportation funds.

Revenues generated by all oversize and overweight permit fees (Special Motor Vehicle Permits) and overweight fines should be used in funding projects on the freight and goods transportation system.

Freight rail branch lines that show a favorable cost-benefit should continue to be funded through the Essential Rail Account

Action Strategies:

- Identify roadways that should be designated as part of the freight and goods transportation system. Designated roadways should be consistent with regional transportation plans and local comprehensive plans.
- State funding programs should give added priority to projects on the freight and goods transportation system.
- Any new transportation revenue proposals to the legislature should include an element for funding deficiencies on the freight and goods transportation system.
- The Washington State Legislature should establish a dedicated account to receive revenues from Special Motor Vehicle Permits and overweight and oversize fines. Monies in this account should be distributed through a competitive process to local jurisdictions for projects to improve weight and size restricted roadways and bridge structures. As part of the criteria for project selection, local jurisdictions must have an active pavement management system.

SECTION 4

APPLICABLE RCW'S

- RCW 47.76.240: Rail Preservation Program

CHAPTER 2

OPERATE TRANSPORTATION SYSTEMS

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Operate transportation systems to work reliably and responsibly for the customer.

POLICY PRINCIPLES:

- Make customer service primary.
- Consider, and implement where appropriate, operational changes that improve efficiency before expanding the existing transportation system.
- Incorporate long term operations needs in capital investment decisions.
- Consider system operations a separate budget category with high priority for funding.
- Aggressively pursue access management to protect operations of existing and future systems.
- Promote the use of advanced technologies to improve system efficiency and service.

SECTION 2

SERVICE OBJECTIVES

- Operate the transportation system safely and efficiently.
- Maintain state highways on a daily basis to ensure safe, reliable, and pleasant movement of people and goods.
- Provide the traveler with clean, reliable, and pleasant facilities at terminals and on-board vessels.
- Keep ferries running on schedule.
- Maintain 1987 volume/capacity levels for vehicles on all routes.
- Implement state of the art public transportation management to ensure efficient and effective service delivery
- Preserve existing public transportation service levels.
- Build partnerships between federal, state, regional, local, and private sector public transportation entities to improve public transportation planning and coordinate service delivery.
- Maintain existing service on intercity passenger rail.
- Maintain minimum LOS D for truck movement on roadways connecting marine port terminals to the trunk highway system.
- Maintain current travel time advantages for freight vehicles when compared to port access in other West Coast states.
- Provide technical assistance to local agencies in protecting airports threatened by incompatible land uses. Acquire or assist with relocation of essential airports threatened with closure.
- Facilitate pilots, aircraft owners, and airport operators compliance with state aviation regulations to ensure safe aviation and provide funding for general aviation services and facilities.

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 TRANSPORTATION DEMAND MANAGEMENT

Employ Transportation Demand Management (TDM) strategies to expand mobility options and to increase the efficiency of the transportation system

Implement TDM strategies to expand mobility options and, by reducing vehicle trips and increasing vehicle occupancy, increase the efficiency of the transportation system. These strategies should include the following:

- Significantly increase public awareness and understanding of TDM
- Seek ways to increase funding for TDM
- Encourage and support public/private partnerships in TDM
- Ensure success of the Commute Trip Reduction (CTR) Law
- Encourage implementation of TDM beyond efforts primarily targeted at commute trips
- Encourage adoption of policies that influence the price and supply of parking
- Improve the coordination of planning, programs, and services between public transportation providers and users.

Action Strategies, as they relate to the TDM efforts listed above:

- Significantly increase public awareness and understanding of TDM
The State Department of Transportation should take the lead, and participate with, other state, regional, local agencies and the private sector to:
 - Develop and implement an on-going TDM public awareness and educational campaign
 - Sponsor activities to stimulate TDM discussion and innovation
 - Work with educators to introduce mobility issues into appropriate curricula
 - Document and publicize exemplary and innovative TDM programs
 - Increase awareness of the HOV system's operation and rules
- Seek ways to increase funding for TDM
The state, regional and local agencies and the private sector should:
 - Change funding rules to allow TDM projects to compete equally with more traditional transportation projects to achieve trip reduction objectives assumed for TDM in state, regional and local plans
 - Establish grant programs to stimulate innovative TDM projects
 - Give ridesharing and non-motorized transportation equal consideration for capital, operating and administrative subsidies; and, work towards

comparable fares for comparable trips by carpools, vanpools, and custom or conventional transit

- Encourage and support public/private partnerships in TDM
State and local agencies should:
 - Encourage private investments and partnerships to support TDM
 - Promote and support existing and new TDM partnerships with the private sector, such as Transportation Management AssociationsThe state's metropolitan planning organizations should:
 - Encourage and support collaborative public/private TDM partnerships, involving the private sector in funding decision-making
- Ensure success of the Commute Trip Reduction (CTR) Law
The state, local jurisdictions and the private sector should:
 - Work together in new collaborative ways to reduce commute trips
 - Develop local and regional services that support employer efforts
 - Cooperate to evaluate impacts of the lawThe State Department of Transportation should:
 - Centrally administer the law, facilitating collaboration
 - Ensure balance, arbitrating when necessary
 - Evaluate the impacts, costs and benefits of the program
 - Develop incentives for employers to expand their efforts
 - Serve as a model employer by implementing comprehensive and innovative commute trip reduction strategies targeted at the agency's employees
- Encourage implementation of TDM beyond efforts primarily targeted at commute trips
The state, regional and local agencies and the private sector should:
 - Develop programs and policies to reduce non-commute trips
 - Reduce the need for work-related trips
 - Develop incentive programs and facilities for alternative modes of travelThe State Department of Transportation should:
 - Directly administer TDM programs when necessary to support state agencies, local governments, transit agencies and/or the private sector
 - Facilitate efforts to develop regional strategies
 - Fund and establish innovative TDM demonstration programs, including strategies targeted at how it as an agency conducts business
- Encourage adoption of policies that influence the price and supply of parking
The state, local governments and transit agencies should:
 - Adopt parking policies and strategies that encourage use of HOV or non-motorized transportation alternatives, in coordination with growth management and commute trip reduction

- Continue to support initiatives at the federal level to make all employee non-SOV subsidies tax exempt, and to increasingly tax employer-provided parking

The state and local governments should:

- Identify separate parking and office space costs for all public office facilities so appropriate parking fees may be assessed for employees and the public

The state should:

- Provide incentives that encourage local governments to revise parking codes in support of TDM

- Improve the coordination of planning, programs, and services between public transportation providers and users.

The state and local public transportation providers should:

- Review existing policies to ensure that sufficient on-going opportunities exist for involving users in developing plans, programs and services
- Ensure that services are "user friendly" -- as determined by the users

3.2 TRANSPORTATION SYSTEM MANAGEMENT

Employ Transportation System Management measures to increase transportation efficiency.

Implement Transportation System Management (TSM) efforts to improve system efficiency before expanding the existing transportation system. TSM improvement efforts should include the following:

- Improve Intermodal connections.
- Promote cooperative, multi-jurisdictional traffic signal management.
- Apply new technology, strategies to transit, highway and street systems.
- Support HOV's and non-motorized modes.
- Implement congestion management systems.
- Encourage communication between public transportation providers and users by improving the coordination of planning, programs, and services.
- Provide up-to-date traveler information to the public.

Action Strategies, as they relate to the TSM efforts listed above:

- Improve Intermodal connections.
State, regional and local agencies should:
 - Plan, build and operate transportation facilities to improve the efficiency of transfers from one type of transportation to another.
 - Provide pedestrian, bicycle and HOV facilities at park and ride lots, ferry terminals, transit centers, airports, intercity bus stations, and passenger rail terminals.
 - Provide for more reliable transfers in public transit.
 - Emphasize user security and safety in the provision of services and facilities that support HOV and non-motorized travel modes.
- Promote cooperative traffic signal management.
State, regional, and local agencies should:
 - Develop interlocal agreements that allow one jurisdiction to assume overall operational responsibilities for specific interjurisdictional arterials, where appropriate, and promote efficient traffic signal management along major arterials and highways.
 - Provide multi-jurisdictional funding for traffic management to improve signal timing of state and locally-operated traffic signals along appropriate interjurisdictional arterials.

- Promote interjurisdictional planning for continuous and comprehensive local roadway networks to ensure consistency in accommodating transit, and in providing continuous arterial HOV systems.
- Identify intersections where providing signalization and lane advantage for transit, carpools and vanpools is feasible.
- Coordinate traffic planning and operations for facilities located at or near state or international borders.
- Apply new technology, strategies.
 - Advanced technology and innovative strategies should be applied to transit, highway, and street systems.
 - Identify and prioritize effective strategies to make the public transit system more efficient.
 - Promote the development and implementation of dynamic, computerized transit and congestion information systems.
- Support HOV's and non-motorized modes.
 - Ensure that state regulations and state and local highway design standards sufficiently support the use of HOV and non-motorized modes to increase system efficiency.
 - Establish procedures to ensure that system efficiency improvements are analyzed as components of, or alternatives to, new road and highway development.
 - Review roadway design standards to determine if existing standards pose barriers to the use of HOV's and non-motorized transportation.
- Implement congestion management.
 - Plan and implement congestion management systems.
 - Congestion management systems required by federal law should be developed consistently with the TDM/TSM strategies recommended.

3.3 ADVANCED TECHNOLOGIES/ ITS

A. Washington's Commitment to ITS

- Aggressively pursue the application of advanced technology to transportation systems in Washington.
- Continue WSDOT's lead role in coordinating the statewide implementation of ITS technology, working collaboratively with cities, counties, transit agencies, other state agencies, and the private sector, and consistent with the state ITS strategic plan, "Venture Washington."
- Place a higher priority and greater level of commitment, across all transportation agencies in Washington, on transportation programs that improve operational efficiency through advanced technology systems and the long term maintenance of those systems. Operational improvements should be given consideration equal to that given to infrastructure expansion in meeting mobility needs.

B. Partnerships

- Transportation agencies in Washington should
 - Be aggressive in forming partnerships among state, federal, and local agencies where relevant. Such partnerships assure integrated applications across modes and jurisdictions, speed deployment, and leverage the investment of each individual agency.
 - Seek predictable funding for grants that allow the state to partner with other public agencies.
 - Be aggressive in seeking and forming partnerships with private companies that have technological resources and knowledge applicable to ITS applications. Such partnerships provide access to the creativity, technological ability, and marketing prowess of the private sector; leverage public investment; and speed deployment of ITS applications. If necessary, seek changes in statute to allow WSDOT to receive revenues from partnerships with private companies.
 - Protect the public interest by promoting competition among private sector providers.
 - Require a significant benefit to the public in any public/private technology partnership and pursue advanced technology applications that allow access and use by the broadest possible spectrum of the traveling public.

C. Risk Management

- Transportation agencies in Washington should minimize the uncertainty and risk in deploying new ITS technology by pursuing the following strategies:

- Aggressively pursue the implementation of applications that have proved effective through research, demonstration projects, and broadscale deployment elsewhere.

- Demonstrate applications supported by substantial research and indications of strong demand, but whose benefits have not yet been fully documented; seek federal and other funding to maximize the benefits of state and local funds in proceeding with such demonstrations.
- Monitor applications and projects nationwide that have the potential to create substantial benefits for travelers, shippers, and transportation agencies.
- WSDOT should seek to involve relevant staff in the national ITS program to both stay informed of the newest technologies and to shape the development of these technologies to assure that they will provide maximum benefit to the state.

D. Protection of Citizen Privacy

- WSDOT and other transportation agencies in the state should follow the guidance provided by ITS America in its draft Fair Information and Privacy Principles when developing, implementing and operating ITS Systems.
- WSDOT should actively work with the State Attorney General to assure that current state law and guidance regarding Freedom of Information and individual privacy issues are fully understood, and that safeguards are incorporated in ITS applications. If necessary, WSDOT should propose changes to statute to protect citizen privacy when using ITS applications.
- WSDOT should monitor developing privacy standards, assist in developing those standards, and support standards that ensure the privacy of travelers.

SECTION 4

APPLICABLE RCW'S

- RCW 47.52.026: Control of Vehicles Entering Ramp Closures, Metering, or Restrictions - Notice

CHAPTER 3

IMPROVE SAFETY

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Improve safety through continuous reduction in the societal costs of accidents.

POLICY PRINCIPLES:

- Emphasize traveler safety and security as a primary consideration in the planning, designing, constructing, maintaining and operating of all transportation systems.
- Protect the safety of transportation workers.
- Support comprehensive transportation safety programs that target improving operator behavior and vehicle design and condition.

SECTION 2

SERVICE OBJECTIVES

- Provide the safest possible highways within available resources.
- Maintain appropriate navigation aids and traffic systems for safe navigation.
- Improve bicycle and pedestrian safety.
- Ensure the highest level of aviation safety.
- Provide emergency response capability and public safety through search and rescue and by maintaining, preserving and improving a system of general aviation and commercial aviation services and facilities.

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 SAFETY POLICY CROSS-REFERENCE

Bike Safety:

See page 46 for this information.

Pedestrian Safety:

See page 50 for this information.

3.2 ROADWAY SAFETY POLICY

Table of Contents

<u>Subsection</u>	<u>Page</u>
1: Rules and Guidelines.....	28
1.1 Purpose and Goals.....	28
1.2 Coverage Elements for SMS.....	28
1.3 Federal Rules.....	29
2: Collaboration Process.....	30
2.1 Coordination Responsibilities.....	30
2.2 Accountability.....	33
3: Decision-Making Process.....	35
3.1 Five-Step Process.....	35
3.2 Step 1: Needs Identification.....	35
3.3 Step 2: Solution/Resource Development.....	36
3.4 Step 3: Investment Prioritization and Implementation.....	36
3.5 Step 4: Investment Tracking.....	37
3.6 Step 5: Investment Evaluation.....	37
3.7 Compilation of Good Practices.....	38

SUBSECTION 1: RULES AND GUIDELINES

1.1 Purpose and Goals

The Safety Management System (SMS) is a systematic process designed to assist decision-makers in selecting cost-effective strategies and actions to improve, within available resources, the safety of travel on Public Roads. The three basic goals of the SMS are as follows:

1. Prevent and reduce the number and severity of roadway crashes.
2. Ensure that traffic safety is considered at all phases of roadway-related programs.
3. Provide for partnership among Washington's citizens, Statewide federal agencies, regional organizations, and local jurisdictions on traffic safety efforts.

All SMS participants hereby adopt these basic SMS goals. *SMS Participants* establish any other of their own specific, appropriate traffic-related goals and objectives related to these basic SMS goals.

1.2 Coverage Elements for SMS

The SMS encompasses the *Roadway Environment*, the *Vehicle*, and the *Traveler* as related to Public Roads in the State of Washington (see Figure 1). The SMS coverage is unique in that it is not intended to be a separate system, but an integral part of a comprehensive and coordinated highway management system.

The SMS remains compatible with the goals, policies, and resources of jurisdictions responsible for public roads. In order for the SMS to remain compatible with all jurisdictions and their programs, it provides the following:

1. Utilizes existing data sources and data bases as much as possible.
2. Optimizes the use of existing resources.
3. Maintains a cooperative partnership among all jurisdictions. Through the *SMS Standing Committee*, formalized and interactive communication, coordination, and cooperation are established and maintained among organizations (public or private) responsible for the various crash factors presented in Figure 1.
4. Maintains compatibility with the other transportation management systems identified in ISTEA: Pavement (PMS), Bridge (BMS), Congestion (CMS), Public Transportation (PTMS), and Intermodal (IMS).

While the SMS covers all Public Roads, the extent of SMS requirements (such as data collection, analyses, and standards) for local and rural minor roads are tailored for consistency with functional classifications—including adequate detailed description for

functional classifications, to provide for effective inclusion in safety-related decision making.

Figure 1. Vehicle Crash Factors

	Pre-Crash	Crash	Post-Crash
Travelers	<ul style="list-style-type: none"> • Attitudes • Driver Skills • Alcohol/Substance Use • Vision • Education 	<ul style="list-style-type: none"> • Safety Belt Use • Air Bags 	<ul style="list-style-type: none"> • Traveler's Age • Traveler's Health • First Aid Training
Vehicle	<ul style="list-style-type: none"> • Safety Equipment • Vehicle Design 	<ul style="list-style-type: none"> • Vehicle Size • Vehicle Weight • Motorcycle • Automatic Seatbelts 	<ul style="list-style-type: none"> • Fuel System Integrity
Environment	<ul style="list-style-type: none"> • Road Design • Weather Conditions • Roadway Operation and Maintenance • Lighting • Delineation 	<ul style="list-style-type: none"> • Roadside Hazards • Fixed Objects 	<ul style="list-style-type: none"> • EMS Response • Hospitals • Availability of Medical Services

Matrix developed by William Hadden, Insurance Institute for Highway Safety, modified for WA SMS

1.3 Federal Rules

Section 1034 (Public Law 102-240) of ISTEA calls for each State to develop six inter-related transportation management systems, including an SMS. If a State fails to certify, it is at risk of losing ten percent of Federal funds apportioned under Title 23. Section 500.103 of the Federal Rules defines a management system as follows:

“...a systematic process, designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation’s transportation infrastructure.”

The requirements of Section 500.105 include the statement that each State tailors the systems to meet State, regional, or local goals, policies, and resources (refer to Appendix E for detail).

SUBSECTION 2: COLLABORATION PROCESS

The SMS Collaboration Process is defined by the following subsections, which present the State's network of methods for coordination and accountability. If a potential user is ever in question over the use of this process, they should contact WSDOT OSC Traffic, WTSC, or an SMS Standing Committee member that represents their interests

2.1 Coordination Responsibilities

The State, through WSDOT and WTSC, is ultimately responsible for coordination of safety-related efforts (Figure 2 illustrates the overall SMS coordination responsibility for traffic-safety related strategies/actions). This means that the State is responsible for overseeing and coordinating agreements with and among local governments, regional agencies (such as MPOs), or other entities—to establish and implement appropriate parts of any or all of the SMS.

Figure 2. Coordination Responsibilities

	Pre-Crash	Crash	Post-Crash
Travelers	<ul style="list-style-type: none">•WSP•Local Law Enforcement•WSDOL•DSHS•WTSC• Superintendent of Public	<ul style="list-style-type: none">•WSP•Local Law Enforcement•WTSC	<ul style="list-style-type: none">•WSP•The Judiciary•WSDOL•WSDOH•WTSC
Vehicle	<ul style="list-style-type: none">•WSP•NHTSA•WTSC	<ul style="list-style-type: none">•NHTSA•WTSC	<ul style="list-style-type: none">•NHTSA•WTSC
Environment	<ul style="list-style-type: none">•WSDOT•Local Road Departments•FHWA	<ul style="list-style-type: none">•WSDOT•Local Road Departments•FHWA	<ul style="list-style-type: none">•WSDOH•WSDOT•WSP•Local Road Departments

The State has also established procedures for coordination of the ongoing development, establishment, implementation, and operation of the SMS. These procedures include:

1. An oversight process to assure that adequate resources are available for implementation and that target dates are met. The *SMS Standing Committee* is responsible for this procedure.
2. The use of databases with common or coordinated reference systems and methods for data sharing. The Appendix A illustrates the data base sharing resources. The

SMS Data Coordination Subcommittee (see below) is responsible for coordinating this procedure.

3. A mechanism to address issues related to the over-lapping purposes of the SMS with the other five management systems. An internal work group of WSDOT, chaired by the Assistant Secretary for TransAid, provides this function. The WSDOT Traffic Office, as a member of this work group, represents the views of the *SMS Standing Committee*.

With respect to Figure 2, the following outline illustrates the coordination responsibilities and roles of key SMS Participants:

<u>Organization</u>	<u>Responsibilities and Roles</u>
WSDOT	Provides the focal leadership in <i>SMS Standing Committee</i> through OSC Traffic. Coordinates with other management systems and local transportation agencies through OSC TransAid. Provides technical assistance/training on <u>roadway</u> operational safety counter-measures and statewide safety tracking and evaluation.
WTSC	Provides leadership in the <i>SMS Standing Committee</i> , particularly regarding <u>traveler and vehicle</u> issues (and associated State agencies). Provides coordination of multi-disciplinary and community based safety programs (Federal 402, 403, 408, 410, and 153) and activities. Coordinates data efforts through TRDC.
WSP	Provides coordination on statewide enforcement safety activities and issues regarding the roadway, vehicle, and traveler—through such programs such as <i>Restraint Enforcement</i> and <i>Accident Records</i> .
CRAB	Provides coordination and communication with Counties on safety issues regarding the roadway environment—through efforts such as the <i>County Road Information System</i> .
AWC and WSAC	Provides coordination/communication networks to local agencies on safety activities and issues regarding roadway, vehicle, and traveler.
MPOs	Provides coordination and communication among regional metropolitan jurisdictions, particularly regarding the prioritization and assignment of safety-related projects.

The *SMS Standing Committee* is the formalized source of collaboration (interactive communication, coordination, and cooperation) among the organizations responsible for these major safety elements (also see Figure 3 below):

Enforcement	State highway safety agencies
Emergency medical services	The public health community
Emergency response agencies	State and local transportation/highway agencies
Motor carrier safety	State and local railroad regulatory agencies
Motor vehicle administration	Private organizations and advocacy groups

The following Subcommittees have been established to evaluate and provide feedback to specific collaboration needs identified by the *SMS Standing Committee*:

Data Coordination

This group is synonymous with the WTSC Traffic Records Committee. Their SMS function is to continuously define SMS data tracking and coordination needs, by assessing and maximizing the use of: existing reporting techniques, data collection and dissemination techniques, and automation techniques.

Training Coordination

This group is synonymous with the statewide Transportation Engineering Education Steering Committee. Their SMS function is to continuously evaluate current and ongoing training and outreach resources for roadway safety decision-making. (see section A5.2)

Local Implementation

Lead by TransAid, their SMS function is to ensure that local jurisdictions have a fair opportunity to apply the SMS, as tailored to meet both their needs and limited resources.

TIP/STIP Implementation

This group is synonymous with the MPO/RTPO/WSDOT Coordination Committee. Their SMS function is to ensure that the SMS processes are appropriately applied to TIP and STIP.

Vehicle Input

This group is synonymous with the IAC to WTSC. Their SMS function is to continuously evaluate current SMS documentation and coordination on vehicle safety issues, primarily regarding trucking and railroad regulations and enforcement.

Bicycle Input

This group is synonymous with the Bicycle Advisory Committee. Their SMS function is to continuously evaluate current SMS documentation and coordination on bicycle safety issues.

Policy Committee

Their SMS function is to maintain SMS policy and an internal quality program that evaluates statewide SMS policies, functions, and outputs; and to coordinate the evaluation of statewide roadway safety-related investment.

Although WSDOT and WTSC are generally responsible as lead agencies for coordination, SMS efforts are applied in partnership, where responsibility is shared. Jurisdictions at all levels also cooperate with and work to include private organizations in the SMS.

2.2 Accountability

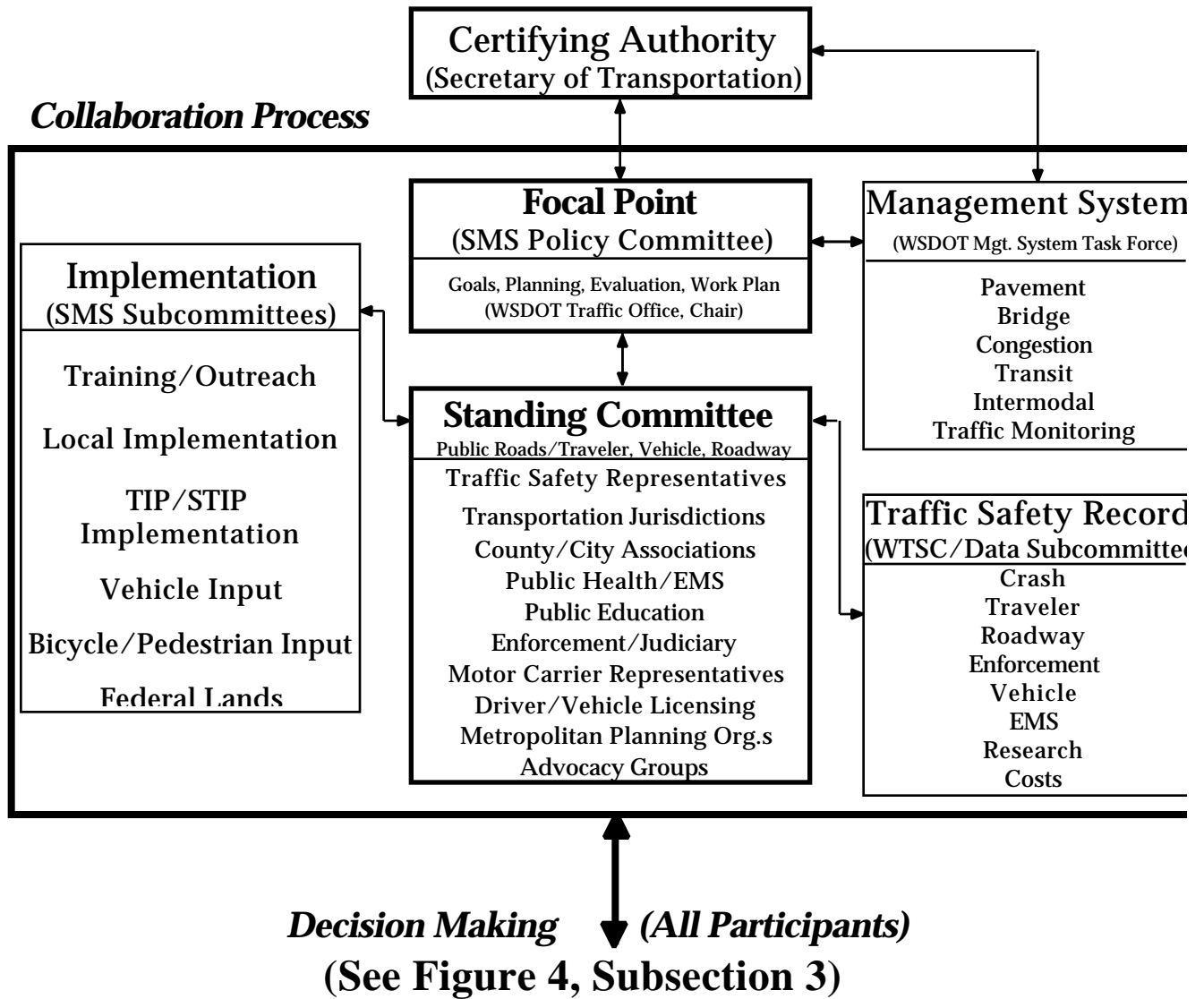
WSDOT maintains, through the Traffic Office, the documentation that describes the SMS for the Federal Agencies to periodically ensure that the SMS fulfills current requirements. WSDOT also certifies, through OSC TransAid, and its membership in WTSC, that the SMS is being implemented throughout the State. The Secretary of Transportation has been designated by the Governor to certify the SMS by January 1st of each year, beginning January 1, 1995—with respect to the following compliance schedule. Therefore, the Governor, through the Secretary of Transportation, is the authority that establishes direct official status of all SMS elements.

1. October 1, 1994, Washington has a Work Plan that identifies major activities and responsibilities, including a schedule that demonstrates full operation.
2. October 1, 1995, the SMS is complete/underway, in accordance with the Work Plan.
3. By October 1, 1996, Washington's SMS is fully operational.

The certification also identifies the jurisdictional role of the MPOs, who review the evaluation data by various agencies to insure consistency of results when prioritizing safety-related projects. This process also involves communications of the prioritization process and the means of assigning agencies to projects.

As resources allow, all jurisdictions are encouraged to implement the SMS steps within their existing processes. This occurs through existing partnership and assistance forums such as WSDOT TransAid, WTSC, TIB, CRAB, and Transportation Planning Organizations.

Figure 3. SMS Collaboration Process



SUBSECTION 3: DECISION-MAKING PROCESS

3.1 Five-Step Process

The SMS Decision-making process includes five steps, illustrated by Figure 4. This five-step process is the basic tool to assist participants in cost-effectively preventing and reducing the number and severity of roadway crashes. It is used to ensure that all needs and opportunities are given due consideration, and compatibility is maintained with the other five management systems.

Figure 4. Decision-making



Procedures and criteria for each step of the process, as set forth by or compatible with State rules and guidelines (see Subsection 1), are specifically established to guide safety-related projects and programs. SMS participants use self-defined procedures and criteria applicable to their own self-defined safety programs.

3.2 Step 1: Needs Identification

Needs Identification is the first step for participants to ensure that safety is considered (and implemented as appropriate) in all phases of traffic and highway related efforts—including sub-goals and objectives that are focused on the basic goal of preventing and reducing the number and severity of crashes.

This basically means an identification of conditions (roadway, vehicle, or traveler) where there is a history of or a potential for many (and severe) crashes, or identification of any cause/effect issues that contribute to the number and severity of crashes. Identification can also reflect the available resources that are likely needed to solve safety-related issues (with an understanding of resource limits).

SMS participants also identify the highway safety needs of special user (traveler) groups, such as older drivers, pedestrians, bicyclists, motorcyclists, commercial motor vehicle carriers, and hazardous material carriers, as well as others. This implies that representatives of many different user groups participate in the SMS process and on the *SMS Standing Committee*.

3.3 Step 2: Solution/Resource Development

Safety solutions, focusing directly on identified needs, are developed so that they are realistic and readily available, within the available or attainable resources of participants or partnerships. The following outline illustrates just how comprehensive the approach to Solution and Resource Development can be:

1. Planning. Safety is considered at the conceptual level of any activity related to roadway, vehicle, or traveler. Effective plan implementation is often dependent on financially feasible (checked during initial planning).
2. Design. Safety is considered and applied to any design process (e.g., engineering) related to roadway, vehicle, or traveler.
3. Manufacturing. Vehicle and Roadway equipment is built to ensure safe travel.
4. Construction Sites. Roadway projects include provisions for safe travel through and around construction sites.
5. Maintenance. Safety features are effectively maintained (for both roadway and vehicle elements). This also involves the safety benefits of Incident Response.
6. Operations/Enforcement. Safe travel is enhanced with proper implementation, maintenance, enforcement, and review of traffic control devices and regulations.
7. Licensing. Vehicles and vehicle operators are able to demonstrate, through licensing procedures, that they can operate/drive safely.
8. Education. Persons associated with roadway travel are educated on issues related to the prevention of crashes. This includes issues such as DUI and Rules of the Road for drivers, or engineering practices for engineering staff.
9. Emergency Response. Fast response time and improved emergency medical services decrease the severity of injuries and increase survivability of injured travelers.
10. Judicial Process. Support is provided to safety-related enforcement and liability issues for the roadway, vehicle, and traveler.

3.4 Step 3: Investment Prioritization and Implementation

With the development of solutions and resources, Prioritization and Implementation criteria is based on the fundamental purpose of the SMS: to assist decision-makers in selecting cost-effective strategies and actions to improve, within limited resources, the safety of travel on Public Roads. The following are illustrations of this element:

Prioritization:

Prioritization is based on: anticipated benefits of preventing or reducing the number and severity of crashes (focused on identified needs), and the feasibility of implementing the solution with respect to available funding, personnel, time, and equipment resources. Many safety activities often overlap with work developed by other management systems. Therefore, prioritization is also coordinated (often with respect to priority trade-offs) with respect to other management efforts.

Implementation:

Implementation includes the specific funding, scheduling, and management of the prioritized solution activities, such as: construction or manufacturing, maintenance, operations and enforcement, or driver safety instruction.

3.5 Step 4: Investment Tracking

An SMS Investment is any identifiable activity that relates to the prevention and/or reduction in severity of crashes on public roads. This includes projects or efforts that are not primarily or solely for the purpose of addressing safety.

Tracking relates directly to the activity and any goals, objectives, and criteria established for evaluation. SMS participants track major program elements as well, within their management resources. The following illustrates basic tracking elements:

1. Description. A description of the identifiable safety-related activity or activities.
2. Date. The date or time frame of that identifiable safety-related activity.
3. Resources. Resource (staff, funding, equipment, time, facility) requirements associated with the identifiable safety-related activity.
4. Projected Benefits. Identification of expected benefits (for identified needs) from the safety-related activity.

3.6 Step 5: Investment Evaluation

Investment Evaluation is the primary source of feedback for both gauging safety-related activity performance and guiding SMS development. Because the SMS is evolutionary, the evaluation step is used to fine tune or adjust other steps of the process for the most effective program.

Evaluation typically includes performance criteria; and provides information on the relative effectiveness of safety investment, with respect to the basic goals of SMS (and the associated performance criteria). Specific performance criteria are self-defined by the SMS participants. The following is provided as an illustration of evaluation elements:

1. Resources. The total resources invested for the identifiable safety-related activity.
2. Projected Benefits. The benefits originally anticipated for the safety-related activity.
3. Actual Benefits. The actual benefits provided by the safety-related activity.
4. Rates. The changes in rates (i.e. crash) that may be associated with safety investment within the jurisdiction, relative to “before/after” evaluation periods.

3.7 Compilation of Good Practices

The following eight principles, derived from FHWA’s Compilation of Good Practices, are considered (where applicable) in SMS plans, procedures, projects, programs, and activities. They are compatible with the five-step SMS framework, and therefore are reflected throughout.

1. Establish safety goals and objectives: Focus on short and long-term safety objectives. These goals and objectives should be tailored for allocating resources to address safety issues.
2. Establish accountability: Identify and define the safety responsibilities of positions, units, and organizations.
3. Recognize Institutional and Organizational Initiatives: Identify and develop disciplines and initiatives at any jurisdictional level, including assessment of multi-agency coordination, responsibility, and accountability.
4. Develop Public/Local involvement and education: Allow public input, such as through hearings or surveys. This includes activities to educate the public on safety programs, issues, and countermeasures.
5. Identify skills and resources: Identify training needs, and develop methods to disseminate available resources (such as new technologies).
6. Collect, maintain, and disseminate data: These records address investment types, roadside conditions, crashes, pedestrians, enforcement, and vehicle, driver, and emergency medical services.
7. Analyze available data and research to assess safety needs: Particular emphasis is placed on developing and utilizing analysis to correctly attribute the source of safety issues to a probable cause (such as traveler, vehicle, or roadway).

8. Monitor and evaluate effectiveness of safety-related activities: Determine effectiveness of all safety improvement efforts. This information is used to guide future decisions.

SECTION 4

APPLICABLE RCW'S

Applicable RCW'S affecting Roadways:

There are unlimited existing State Rules and Guidelines affecting traffic safety. The intent of this discussion is to demonstrate, through several examples, the comprehensive affect they have on the collaboration and decision-making processes of the SMS. The examples given here directly affect only those SMS participants that may be described in each. However, as they affect given participants, these rules and guidelines are a part of the SMS.

Washington State Law, C 406 L 93, directs that measurable, outcome based objectives be used to track the performance of agencies with traffic safety responsibilities.

Under RCW 35.78.020, the state design standards committee of seven members, six of whom are appointed by the executive committee of AWC and one of whom is from WSDOT TransAid. Under RCW 35.78.040, no deviation from the design standards as to applicable streets may be made without approval of WSDOT TransAid.

Under RCW 36.78.020, the Standards of Good Practice are general and uniform practices formulated and adopted by CRAB relating to the administration of county roads which shall apply to safety, among many elements.

Under RCW 36.79.080, each county's six-year program takes into account its crash experience and its fatal crash experience, among other elements.

Under RCW 43.43.390, a bicycle awareness program is created within WSP. In developing the curriculum, WSP consults with WTSC and bicycling groups providing safety education.

Under RCW 43.59, WTSC plans and supervises programs for safety on Public Roads, in cooperation with all official and unofficial organizations interested in traffic safety; coordinates the activities at the state and local level in the development of state-wide and local traffic safety problems; promotes a uniform enforcement of traffic safety laws and establishes standards for investigation and reporting of crashes; and promotes and improves driver education.

Under RCW 46.38, the State is under the Vehicle Equipment Safety Compact.

There are numerous roadway safety-related issues covered in RCW 47, as represented by the following examples:

Under 47.01.240, WSDOT and TIB coordinate their activities so that long range needs data may be developed and maintained on an integrated and comparable basis. Needs data for county and city streets in non urban areas is provided by the counties and cities in the manner requested by WSDOT, after consultation with CRAB and AWC.

Under 47.01.250, WSP, WTSC, CRAB, and WSDOL consult with the Transportation Commission and WSDOT, to ensure that “...their transportation related responsibilities, goals, and activities are fully coordinated.” Results of this interaction are reported to the Governor and the Legislature.

Under 47.05, WSDOT develops a six year program and financial plan for highway improvements specifying objectives. The program and plan are based upon the improvement needs for state highways as determined by WSDOT, including roadway safety.

Under 47.30.020, “...facilities for pedestrians, equestrians, or bicyclists shall be incorporated into the design of highways...and conform to the comprehensive plans of public agencies for the development of such facilities...that safety to both motorists and to pedestrians, equestrians, and bicyclists would be enhanced by the segregation of traffic.”

Applicable RCW'S affecting Aviation:

- RCW 47.68.236: Aircraft Search and Rescue, Safety, and Education Account
- RCW 47.68.380: Search and Rescue

CHAPTER 4

PROVIDE VIABLE MOBILITY CHOICES

SECTION 1

POLICY OBJECTIVES/ PRINCIPLES

POLICY OBJECTIVE:

Provide viable mobility choices for the customer and expand the system to accommodate growth.

POLICY PRINCIPLES:

- Recognize that the primary mode of travel for Washington citizens will continue to be the private automobile, but provide citizens with mobility choices which include at a minimum some forms of public transportation.
- Support regions in adopting different and regionally appropriate mobility strategies.
- Promote modal connections to provide seamless travel to the customer.
- Provide mobility for people with special needs.
- Identify and preserve vital transportation corridors and sites for future transportation uses.
- Use cost-benefit methodologies as key determinants in selecting mobility projects.
- Recognize that there will be congestion on the system and the ability to control congestion by expansion of the system is limited due to funding and other considerations. Promote land use management, telecommunications and other innovative technologies as viable mobility options to reduce the impact of congestion on all system users. Support limited strategic expansion to accommodate growth and reduce congestion when possible.

SECTION 2

SERVICE OBJECTIVES

- Improve mobility within congested highway corridors.
- Accommodate all pedestrians, bicyclists, and registered high occupancy vehicles on each sailing.
- Improve passenger ferry service to reduce single occupancy vehicle travel to urban centers.
- Promote the use of public transportation.
- Improve mobility in small urban and rural areas.
- Promote the development of some form of public transportation service in all areas of Washington State for use by the general public.
- Integrate public transportation services into a coordinated system linked by intermodal facilities.
- Public transportation providers will continue to meet Americans With Disabilities Act (ADA) and state barrier-free design regulations and improve mobility for the special needs population.
- Improve and develop urban transportation services, facilities, and programs, including as options High Capacity Transit (HCT), High Occupancy Vehicle (HOV) lanes, and Transportation Demand Management (TDM), to respond to growth, and to meet local and regional economic development, congestion, energy, and clean air objectives.
- Address state public transportation policy in regional and local transportation plans.
- Facilitate the integration of public transportation in the land use development process, including the permitting and environmental impact processes.
- Improve speed, frequency, reliability, and intermodal access of passenger rail service in the Pacific Northwest Rail Corridor (Portland-Seattle-Vancouver B.C.), and improve the quality of intercity passenger rail service in other corridors statewide.
- Increase the use of bicycling and walking for transportation purposes, principally utilitarian and commuting trips and connections to intermodal facilities.
- Facilitate no net loss of general aviation airport capacity.
- Promote the development of adequate air carrier airport facilities, both airside and landside, to meet preservation, growth, and safety needs.
-

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 URBAN MOBILITY

Emphasize the movement of people and goods rather than vehicles in planning for capacity improvements to a regional transportation system.

Regionally coordinate the planning and delivery of transportation programs in urban areas.

Provide cost-efficient alternatives to one-person vehicles, including transit and ridesharing, to ensure a high level of mobility.

Coordinate land use planning and development with state, regional and local transportation planning and investments.

Transportation improvements should be made reasonably concurrent with economic development, so that economic growth does not contribute to the deterioration of existing transportation services.

Implement demand management (parking fees, toll roads, flex-time, peak travel restrictions) as a major strategy to reduce congestion.

Provide flexibility for different urban regions to adopt their own specific solutions to urban mobility problems.

Determine and provide the desirable levels of accessibility for elderly and handicapped persons.

3.2 NON-MOTORIZED TRANSPORTATION

Encourage access to and the safe use of the transportation system by bicyclists and pedestrians.

Bicycles:

Bicycle Facilities

The roadway and bridge system are the basis for the bicycle facility network and shall be maintained and improved to help ensure safe access by bicyclists. Bicyclists shall have access to other modes of transportation to ensure smooth intermodal connections.

Action Strategies:

- Design, construct and maintain all roadways, designated as bicycle routes in local comprehensive plans with consideration to their usage by bicycles. Most roadways will be Class IV bicycle facilities (roadways with no bicycle designation), with bicycles using the roadway like other vehicles.
- Designate an interconnected system of Class II bikeways (a portion of the highway designated by signs and/or pavement markings for preferential bicycle use) on the urban and connecting rural roadway systems as primary bicycling facilities for transportation purposes. This Class II bikeway system should connect major activity centers and provide for continuous travel throughout urban areas and adjacent rural areas, including linkages with other modes such as transit, ferries, and intercity travel facilities.
- Class I bikeways (separated paths) are appropriate for transportation purposes for system connection of safety reasons. Examples of where separated paths are appropriate are:
 - along or through a limited access corridor.
 - by-passing high traffic or other special conditions where the roadway cannot accommodate bicycles.
 - linkage with a trail system.
- Other transportation modes, such as transit systems and the Washington State Ferries, should design, construct and maintain their facilities with consideration to bicycle use through:
 - provision of secure bicycle parking at park and ride lots, stations, and terminals.
 - accommodation of bicycles on bus routes where designated as part of bicycle route system.
 - designing future vessels and vehicles to safely accommodate bicycles.

- Local comprehensive plans should include plans for the bicycle system. The regional transportation planning process should coordinate bicycle facility planning across jurisdictional boundaries.
- Encourage bicycling as an alternative to single-occupancy automobile travel by promoting employer provision of bicycle facilities at employment sites.
- Designate touring highway routes that connect with urban bicycle systems and target bicycle facility improvements on those routes.
- Develop and implement pavement marking standards for bicycles.
- Develop and maintain data on bicycle facilities, bicycle features on the transportation system and bicycle use.

Bike Safety Education and Enforcement

Implement safety education programs and legal enforcement mechanisms for bicyclists and motorists.

Action Strategies:

- Develop an aggressive, coordinated statewide bicycle safety education program. Include components for K-12 students, driver education, adults, and the general public in the program and explore innovative methods of education.
- Increase enforcement of the “Rules of the Road” for bicyclists and motorists whose actions endanger bicyclists.
- Investigate bicycle accident data and enforcement issues in order to identify ways to improve bicycle safety programs within the state.
- Develop special bicycle law enforcement and education programs to allow police and judicial agencies to address unique issues associated with enforcing bicycle traffic laws, especially to children.

Bicycle Use Promotion

Promote bicycle commuting, especially in urban areas, as a transportation demand management strategy designed to reduce traffic congestion, air pollution, water pollution, and energy usage.

Promote bicycling to enhance statewide tourism and special events activities that benefit the economy of Washington state

Action Strategies:

- Ensure that a strong bicycle commuting element is incorporated into state and local transportation demand management programs.
- Support joint research to develop statewide “bicycle tourist” profiles to assist local governments and business in promoting bicycling.
- Produce a state bicycling map and provide signs for major bicycle touring routes on state highways throughout Washington. Encourage local governments to sign routes on their roadways.

- Continue the development of guidelines and procedures for the permitting of bicycle special events, taking into consideration the needs of both local communities and event participants. Hold workshops on safe conduct of bicycling events on state highways.
- Work with local communities through growth management planning to promote incorporation of bicycle facilities into local comprehensive plans and development regulations.

Funding for Bicycles

Target limited dedicated bicycle funding for specific bicycle-related facility improvements (such as spot improvements, and completing missing links in the system) and for non-facility bicycle programs (such as safety education). Design new roadways and roadway improvement projects to accommodate bicycles as an integral part of the roadway project.

Action Strategies:

- Design all new or substantially rehabilitated transportation facilities on a bicycle system as designated in local comprehensive plans with consideration to bicycle use as part of the scope and budget of the transportation project.
- Change the method of accounting for paths and trails expenditures. The 3/10 of 1% should be pooled into a paths and trails account to be used for transportation purposes only and expended only for paths and trails spot improvements, completing missing links in the Class I and Class II paths and trails system, and safety and promotion programs. Develop a priority system for these funds that reflects connection to local systems.
- Maintain the minimum required expenditure for paths and trails purposes.
- Investigate the potential of bicycle user-fees to help pay for bicycle facilities.

Pedestrian:

Overall State Pedestrian Transportation Policy

Integrate pedestrian facilities into comprehensive transportation planning and development programs for urban and rural communities. The state transportation pedestrian policy for achieving a multimodal transportation system that encourages walking includes the following four elements:

1. Planning

Focus planning for pedestrian facilities and travel on local comprehensive plans, which clearly describe pedestrian policy and specific facilities that guide local and state investments in pedestrian facilities.

Action Strategies:

- Include pedestrian facilities as part of regional and local transportation plans. At a minimum, develop pedestrian transportation policies and include them in regional transportation plans. Interjurisdictional coordination should be the focus of the regional pedestrian elements.
- Amend the regional transportation planning standards and guidelines to clarify the regional role in planning for pedestrian facilities.
- Include in the Bicycle Facilities and Pedestrian Walkways Plan an assessment of statewide bicycle and pedestrian needs, integration of bicycle and pedestrian pathways with other transportation modes, and coordination among local governments, regional agencies, and the state in providing these facilities and determining their role in reducing traffic congestion.

2. Facilities

Appropriate Facilities for Urban and Rural Areas

In urban areas, appropriate pedestrian facilities include, but are not limited to: traffic control devices; curb ramps; grade separations (overpasses and underpasses); crosswalks; sidewalks; and other technologies, design features or strategies intended to encourage pedestrian travel (such as traffic calming devices including traffic circles, speed bumps, or planting strips). In general, these facilities parallel the roadway system and are provided as part of the public rights-of-way.

In rural areas, the majority of pedestrian movement can be accommodated by improved roadway shoulders. In high-use pedestrian areas such as state parks, recreation areas, and small towns, pedestrian facilities such as sidewalks, crosswalks or overpasses are appropriate.

In limited circumstances, pedestrian paths or trails that are separated from the roadway system are appropriate for transportation purposes in urban and rural areas for safety purposes, as connections between activity centers, or as a part of a comprehensive trails plan.

Location

Property developers and owners and state and local governments all play a role in providing pedestrian facilities. Recognizing the potential financial commitment to retrofit existing arterials and streets in urban areas, concentrate investments in the following areas:

- Along transit routes.
- In access areas to schools, social service centers, recreation centers, and other activity centers.
- In zoned business districts (neighborhoods and downtowns and business districts as defined by state law).

In urban areas, provide pedestrian facilities within all new industrial, commercial, retail, and housing developments to establish a pedestrian network

which provides convenient and direct connections to points within the development and to adjacent developments, streets, and transit stops. In rural areas, provide separated pedestrian facilities, including sidewalks, where significant pedestrian traffic is generated. In areas with low pedestrian traffic, roadway shoulders should be adequate.

Responsibility

Property developers and owners responsibilities include:

In urban areas, providing and maintaining sidewalks in new developments. In established developments without sidewalks, property developers and owners should provide sidewalks when financially possible in cooperation with appropriate public jurisdictions.

Local government responsibilities include:

Adopting comprehensive plans which include interconnected systems for pedestrian movement in urban areas and identify pedestrian activity areas in rural areas.

Using existing authority under RCW 35.68 and 36.70A to adopt and implement development regulations (zoning, subdivisions, and building codes) which require private property owners in urban areas to provide and maintain sidewalks consistent with local comprehensive plans.

Providing and maintaining crosswalks, traffic control devices, and, as appropriate, overpasses, undercrossings, and sidewalks within urban areas to ensure convenient and safe pedestrian connections across roadways under their control, consistent with the local comprehensive plan.

State government responsibilities include:

Providing pedestrian connections in urban areas along, across, over, or under state highways to preserve continuity in the pedestrian sidewalk system, consistent with local comprehensive plans.

Providing pedestrian connections in rural areas along, across, over, or under state highways to ensure safe highway crossings in identified high-use pedestrian areas.

Action Strategies:

- Develop a Best Pedestrian Facility Design Manual that recommends appropriate design practices that reinforce a sense of neighborhood and community. This manual should address:
 - Sidewalk and path design and location.
 - Americans with Disability Act standards.
 - Speed limits.
 - Free right-hand turning movements.
 - Alternative pedestrian routes during construction.
 - Sight visibility at street corners.
 - Grade separations, including the role of planting strips.
 - Accommodating pedestrians in traffic-calmed streets.
 - Traffic signalization.
 - Placement of crosswalks.
 - Other design techniques that improve pedestrian mobility.

3. Funding and Programming

Pedestrian facility projects shall be eligible for funding from all transportation funding sources.

Improve coordination between the state's pupil transportation programs and state and local transportation facilities providers so that pedestrian system improvements are eligible and considered for hazardous walking route transportation funds.

Action Strategies:

- Pursue pedestrian projects, independent of roadway projects, to fill gaps in pedestrian transportation systems.
- Local jurisdictions that impose local option transportation taxes and fees, such as the Vehicle License fee, Street Utility Charge, and Commercial Parking Tax, should consider designating a portion of these revenues for independent pedestrian projects.
- Encourage public-private partnerships to incorporate pedestrian facilities as part of transportation and development projects.
- Investigate, and if necessary propose changes to state law, to allow hazardous walking route transportation funds to be spent on pedestrian facilities or other efforts to make safe walking environments in lieu of school bus services.

4. Safety Education and Enforcement

Recognize and assist, where appropriate, the Washington State Traffic Safety Commission's implementation of the Pedestrian Safety Strategic Plan, which addresses the following pedestrian safety education and enforcement issues:

Achieving consistency in enforcement of pedestrian laws.

Developing greater consistency in adjudication of pedestrian infractions.

Reaching uniformity and consistency in the accurate reporting of vehicle/pedestrian collisions across jurisdictions and within reporting agencies.

Reducing substance impairment.

Raising the importance of pedestrian safety education in schools in order for it to receive comparable recognition with other social issues that schools address as part of their health curricula.

Working with the media to raise public awareness on the benefits of walking.

Developing an ongoing public information campaign for pedestrians and motorists that focuses on pedestrian awareness and safety laws.

Incorporating more pedestrian safety issues as part of drivers' education courses.

Reaching Washington's multicultural community on pedestrian safety.
Incorporate pedestrian training for professionals to ensure good pedestrian facilities are included in transportation and other development projects.

Action Strategies:

- Provide technical training and assistance to WSDOT employees and to city and county engineers and planners on good pedestrian facility design and location.

3.3 HIGH OCCUPANCY VEHICLE

High Occupancy Vehicle (HOV) programs and facilities are elements of a state transportation system that serve to improve overall mobility in congested regions by increasing the people moving efficiency and capacity of freeways and providing incentives for people to choose higher occupancy modes of travel.

The Commission recognizes that different regions may choose to manage congestion with different solutions. This policy specifies a collaborative process between the Washington State Department of Transportation (WSDOT) and the Metropolitan Planning Organizations (MPOs) to define the role HOV facilities will play in an urban region's transportation mix, and how those facilities will be planned and operated. The WSDOT retains the responsibility to ensure that HOV facilities are safe and understandable to the user, and that they are managed to continue to achieve their objectives into the future. The Commission retains ultimate responsibility to ensure facilities are developed and operated according to HOV system objectives.

High Occupancy Vehicle Systems Objectives

The objectives of high occupancy vehicle systems are to:

- improve mobility by increasing the people moving efficiency and capacity of freeways;
- provide reliable travel time savings for people who choose higher occupancy vehicle modes of travel;
- improve efficiency and safety of both transit and highways.

Financing HOV System Elements

The Commission assumes the responsibility to seek funding for freeway HOV lanes. It is understood that the funding of other HOV System facilities, such as park and ride lots, key transfer facilities and access ramps, is the shared responsibility of all parties which benefit from and have interest in HOV system completion.

State Responsibilities

WSDOT retains responsibility to design, construct and operate HOV facilities. Adherence to accepted design and traffic operation standards will assure that the facilities meet safety standards and driver expectations. In addition to implementing regionally established policies, WSDOT shall decide individual carpool definition or HOV user eligibility cases which are not specifically addressed by regional policy. The Washington State Patrol (WSP) retains primary responsibility for enforcing freeway HOV lane restrictions.

Regional Flexibility in Selecting HOV as a Strategy

Each MPO in the state shall decide through the regional transportation plan the role and extent of HOV facilities for addressing congestion within the region.

Regional Operating Policies

Each MPO choosing to implement HOV facilities through their regional transportation plan shall propose operating policies for HOV facilities. These policies shall be developed and updated through a process that involves a standing committee of stakeholders, under the auspices of the MPO and chosen jointly by the WSDOT and the MPO. This standing committee shall represent, at a minimum, all transit agencies within the MPO region, WSDOT, WSP, local governments, and representation from HOV users, general freeway users, freight and environmental interests. At a minimum, regional operating policies must:

- Support HOV system objectives as stated above;
- Be open to public review and comment before adoption and when significant changes are proposed;
- Include a speed and reliability standard that ensures that HOV facilities will continue to provide a reliable travel time advantage over traffic in general purpose lanes when congestion is present, and a mechanism to enforce that standard; and,
- Adhere to statewide design and traffic operation standards developed by the WSDOT to ensure safety and driver expectancy.

Policies proposed by the regional standing committee shall be presented for concurrence to the MPO and WSDOT. In the absence of mutual concurrence by the two parties on a regional proposal to change a given operating policy, the Transportation Commission will consider the expressed positions of all parties and, as the “owner” ultimately responsible for operation of the facility, make a final decision on the disposition of the proposed change.

The WSDOT document titled “Washington State Freeway HOV System Policy- Executive Summary, Revised August, 1993,” shall be considered and used as interim policy until a regional operating policy is developed through the above process.

HOV Support Programs

When HOV projects are defined, construction funds should be set aside for an initial emphasis enforcement effort. Ongoing programs to monitor HOV lane performance and to promote HOV use through public education should be adequately funded. The Transportation Commission recognizes and supports transportation demand management measures as essential components of an effectively operating HOV system.

Access and enforcement needs of transit, ridesharing services and the WSP should be considered as an integral part of planning, designing, and operating HOV lanes.

3.4 TELECOMMUNICATIONS/ TRANSPORTATION LINKAGES

There are four linkages between transportation and telecommunications:

- *Improved Access to Transportation Decision-Making.* *Using telecommunication technology (Internet and public access television, as examples), to increase citizen access to transportation decision-making processes while, at the same time, reducing the cost for individual citizens to participate.*
- *Telecommunications and Travel Substitution.* *Using telecommunications technology to avoid travel while still accessing the information necessary for work or other pursuits such as education and shopping.*
- *Improved Efficiency of traditional Transportation Services.* *Using telecommunications technology to improve efficiency of traditional transportation services, such as providing real-time traveler information systems to improve commute times and reduce energy use.*
- *Coordinated Development of Telecommunications and Transportation.* *Allowing telecommunications providers use of transportation rights-of-way and designing traditional transportation facilities to accommodate telecommunications.*

1. Improved access to Transportation Decision Making

Utilize evolving state-of-the-art telecommunications applications to improve citizen access to transportation decision-making processes and to enhance internal and interagency communications on transportation policy and planning issues.

Action Strategies:

- Assume a leadership role among transportation agencies and providers in applying new telecommunication technologies by:
 - Evaluate and use telecommunications technology in transportation public involvement activities and events;
 - Use teleconferencing technology for internal statewide communications;
 - Implement electronic meeting technology to facilitate statewide transportation policy and planning processes;

- Document and communicate to other transportation agencies the challenges and successes in using new telecommunications technology; and
- Develop methods and procedures to manage, assess and incorporate increased citizen responses in decision-making processes.

2. Telecommunications and Travel Substitution

Telecommunications is a mode of transportation. The transportation system should provide safe, efficient, dependable and rapid accessibility for people, goods and information to desired destinations.

Encourage the use of telecommunication technologies for telecommuting, appropriately taxed teleshopping, and videoconferencing as alternatives to vehicle travel.

Action Strategies:

- Refine forecast modeling procedures to estimate possible transportation benefits of telecommunications investment alternatives.
- Require that telecommunications be included as an alternative in Major Metropolitan Transportation Investment Analysis guidelines for Metropolitan Planning Organizations.
- Continue to institute telecommuting as a commute trip reduction option that helps to manage congestion, increase energy conservation, and reduce air pollution.
- Continue to use telecommunications as an option for meeting commute trip reduction goals. Specifically, report commute vehicle miles of travel reduced and worker productivity gains resulting from the use of telecommunications as a way of illustrating its effectiveness to other employers.
- Encourage adoption of local growth management plans and land use regulations that allow low traffic generating businesses that use telecommunications and information services to locate in noncommercial areas.
- Review regional and local comprehensive plans and comment and request modifications, if necessary, to allow low-traffic generating businesses that use telecommunications and information services to locate in noncommercial areas.
- Advocate broad-based access to information by citizens who have access to different types of computers.
- Facilitate access to transportation information and databases from transportation agencies under the Freedom of Information Act, consistent with maintenance of the security of databases and requirements for privacy of personal data.
- Continue to advocate telecommunications as a travel alternative and support continued growth and productivity in the transportation/ telecommunications linkage.
- Develop guidelines for siting telework centers.

3. Improved Efficiency of Traditional Transportation Services.

Implement advanced telecommunications technologies, such as intelligent vehicle highway and transit systems, to:

- Improve safety, traffic efficiency and fuel efficiency.
- Provide real-time traveler information.
- Improve public transit convenience.
- Reduce the regulatory impact on motor carriers.

Action Strategies:

- Continue implementation of appropriate elements of the “IVHS Strategic Plan for Washington State” that are consistent with local growth management plans.

4. Coordinated Development of Telecommunications and Transportation

Design facilities and support the sharing of rights-of-way and telecommunications resources within rights-of-way.

Support the coordination of transportation agencies telecommunications systems with other state and local systems to aid in emergency response, natural disaster relief, and to minimize duplication in telecommunications system development.

Action Strategies:

- Coordinate with telecommunications companies when planning transportation projects.
- Design facilities that accommodate telecommunications infrastructure and allow for uninterrupted telecommunications services during natural disasters.
- Design facilities to incorporate telecommunications facilities that aid emergency responses.
- Telecommunications companies should minimize impacts on transportation facilities and services when maintaining their facilities in transportation rights-of-way.

3.5 INTERMODALISM

Intermodalism means the ability to make convenient connections between transportation modes for people and goods by providing efficient and effective modal connections and choices.

Multimodal Choices

All Washington citizens should have access through federal, state, local or private programs to at least three transportation modes. These modes are:

The roadway network, which is a connector of all modes of transportation.

Some form of public transportation consistent with the requirements of the American with Disabilities Act.

Telecommunications consistent with state law to preserve universal service (RCW 80.36).

Additionally, improvement and expansion of multimodal choices, beyond roadway connections and public transportation options, should be targeted for high-use transportation corridors and high-density areas.

Linking land use to transportation services, such as concentrating employment in areas that have multimodal choices, should be encouraged.

Intermodal Connections

The following priority order for establishing a system of intermodal connections should be followed:

1. *Co-location*:

Modal terminals should be located within a single facility on the same site for both personal and freight transportation services.

2. *Proximity*:

When direct modal connections cannot be located at the same site within a single transfer facility, modal terminals or access to other modal choices should be in proximity to one another. To enhance personal mobility, connections between modal facilities shall, through good design, be safe, secure and convenient for pedestrians. For freight mobility, connections between modal terminals should be as short as possible and well signed.

3. *Remote Connections*:

When modal terminals are in separate, remote locations making special connecting facilities unfeasible to design, connecting transfer modes shall be available for people and freight. In the case of personal mobility, public transportation, shuttle service or some other form of personal transportation other than single-occupant vehicles shall be available. For freight mobility,

connecting access routes shall be identified, properly signed, and designed to support heavy truck movements.

4. Information:

At intermodal terminals, including airports, ferry, rail and major bus terminals, some level of transportation service brokerage, ranging from information kiosks to on-line public transportation information systems, should be available. The type of transportation service brokerage should be appropriate to passenger travel markets and level of demand served by the intermodal terminal.

Interjurisdictional Coordination

Public sector jurisdictions and the private sector should work continuously together to coordinate the development of transportation facilities, programs and services to provide a well-connected, seamless system.

3.6 FERRY SYSTEM PARKING

Parking policies and facilities directly affect the traffic mix and service levels on each Washington State Ferries (WSF) route, and thereby impact the need for future vessel acquisitions. Policies and facilities also influence local and regional traffic volumes, traffic patterns, and land use development.

The Commission supports two broad goals that guide policy and facility development. The first goal is to minimize peak hour demand for automobile space on ferry vessels, thereby reducing the need for future auto-ferry acquisitions. The second goal is to accommodate locally adopted transportation and parking policies to the extent the best interests of the traveling public are served. The WSF will continue to be sensitive to the interests of local government and local residents.

The Commission also recognizes that conditions at each terminal are unique and that a general policy must be flexible to accommodate those differences that exist.

The development of parking strategies associated with ferry terminals operated by the WSF will be guided by the following:

Public transportation such as transit and ridesharing services and non-motorized transportation means will be the preferred access mode to the WSF terminals. The WSF will work with local transit agencies and governments to promote these services.

To accommodate the demand for parking, the WSF will first seek to use or improve existing parking facilities. Such facilities may be adjacent to the terminals or may be located at varying distances from the terminals and served by other transportation modes connecting the remote site to the terminal.

Where existing parking facilities are unavailable or deemed insufficient to meet current or future parking demands, the WSF may purchase property and develop appropriate facilities. Such action must be justified by a planning process that also explores opportunities for joint development with other public or private sector organizations.

WSDOT will not manage paid parking facilities unless no other reasonable alternative can be identified. The WSF will negotiate with private or public organizations and develop contracts for the management of WSDOT-owned parking facilities. Preference will be given to local government when local government has local policies or parking plans in place.

Parking fees will be permitted and controlled by market forces, except that such fees will not conflict with established local policies or parking plans or the WSDOT goal to reduce the number of peak hour vehicles on its vessels and highway facilities.

Parking facilities for the handicapped will be provided at all terminals. Where feasible, current design standards will be met. When infeasible, special accommodations will be provided until such time as appropriate facilities can be arranged.

WSDOT will develop and update parking management plans for all ferry terminals served by the WSF. Each plan will be developed with an active public participation effort and be coordinated with local agencies. The plan will address the following:

Demand: Growth in demand will be estimated and analyzed for each terminal and evaluated with the existing parking supply. This process will identify the need for and recommend the development of additional parking facilities.

Siting: The plan will recommend appropriate locations for future parking facilities. Such sites may be adjacent to or distant from existing or proposed ferry terminals.

Sizing: The plan will recommend appropriate sizes for future parking facilities based upon anticipated increases in demand.

Pricing: The plan can recommend that parking be free or that the fee vary from site to site. Where appropriate, the plan will recommend a pricing strategy for each terminal. Consideration will be given to the impact on the WSDOT's goal to reduce the growth of automobile traffic.

Management: The plan will recommend strategies for contracting the management of the facilities. The plan will identify and consider local government parking policies and plans, and will evaluate them against the interests of WSF.

Handicapped Parking: The plan will address the need for handicapped parking accommodations. Existing barriers will be identified and temporary and permanent recommendations will be provided as appropriate.

3.7 PUBLIC TRANSPORTATION

An appropriate level of safe, reliable, and convenient public transportation should be available to all without discrimination or preference based on sex, age, disability, race, religion, ethnic background, or economic status.

Public transportation is defined as a publicly supported system of services and facilities that provides an alternative to the single-occupant automobile and enhances mobility, environmental quality, and appropriate land use patterns.

Such systems may include any combinations of services, facilities and the necessary infrastructure related to transit, paratransit, ridesharing, intercity buses, airport shuttles, passenger rail, ferries, pupil transportation, high capacity transit, transportation demand management, commuter and air taxi, people movers, and bicycle and pedestrian programs.

SECTION 4

APPLICABLE RCW'S

- RCW 47.04.190: Bicycle Transportation Management Program
- RCW 47.04.200: Bicycle Program Manager
- RCW 47.30.020: Facilities for Pedestrians, Equestrians, or Bicyclist's to be
Provided - Joint Usage of Rights of Way
- RCW 47.52.025: Additional Powers - Controlling Use of Limited Access - High
Occupancy Vehicle Lanes
- RCW 47.56.032: Authority of Department and Commission (relating to state
ferries)
- RCW 47.60: Puget Sound Ferry and Toll Bridge System (addresses ferries only)
- RCW 47.68: Aeronautics

CHAPTER 5

SUPPORT THE ECONOMY

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Support the economy through reduced barriers to the movement of people, products and information.

POLICY PRINCIPLES:

- Support investments in freight transportation services and infrastructure that maintain Washington's competitive geographic advantage for world and domestic trade, and contribute to the economic productivity of the state.
- Value the movement of freight and people equitably.
- To the degree possible, streamline laws and regulations impacting freight transportation to allow ease of compliance and coordinated administration among jurisdictions.
- Support transportation investment that contributes to economic development.
- Support those aspects of the transportation system which enhance tourism.
- Develop good connections across interstate and international borders.

SECTION 2

SERVICE OBJECTIVES

- Support efficient and reliable freight movement on state highways.
- Reinforce the state's competitive position in international trade.
- Support tourism development and other Washington industries.
- Accommodate over height vehicle demand on Ferries
- Ensure adequate mainline freight capacity and safety and enhance access to and capacity of intermodal terminals.
- Promote continued service on essential light density lines.
- Upgrade all port access freight and goods system roadways to have an all weather surface capable of supporting legal loads year round.
- Increase Washington ports' share of west coast trade in targeted markets.
- Support the development and growth of port related tourist activities.
- Coordinate with regulatory boards to maintain safe and competitively priced pilotage.
- Ensure adequate mainline freight capacity and safety and enhance access to and capacity of intermodal terminals.
- Facilitate and support port actions and investments in port districts that increase speed and efficiency of intermodal transfers.
- Ensure adequacy and improve general aviation facilities to meet current and future growth and demand in support of the state's trade and economic vitality.

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 FREIGHT AND GOODS MOBILITY

The movement of freight and the movement of people shall be given equal consideration in transportation planning and growth management.

Freight Mobility

Recognize the importance of all transportation modes in the movement of freight emphasizing a system approach and intermodal connectivity.

Public investments that support freight mobility shall be made to reinforce the competitive, geographic location of Washington State and the greater region in domestic and international trade. The region being defined is an “economic” region without regard to political boundaries.

The contribution of freight transportation to the economic productivity of the state and to the achievement of economic development goals shall be considered by state, regional, and local officials in the determination of transportation and other policy areas that affect freight movement.

Convenient access to ports, airports, other intermodal freight facilities, and international border crossings, shall be provided to enhance freight mobility.

Enhance truck freight mobility within and through congested urban areas.

Information from freight transporters shall be sought early in the transportation planning processes to affect the best suitable location and design of new public facilities and renovation of existing facilities.

A public/private partnership approach shall be encouraged for freight transportation infrastructure investments. Direct and indirect costs and benefits should be considered in developing ways to finance investments.

Safety shall be incorporated in the planning, design and operation of freight transportation systems.

Laws and regulations impacting freight transportation shall be streamlined to the degree possible to allow ease of compliance and coordinated administration among jurisdictions.

Action Strategies

Planning Coordination for freight transportation:

- All elements of the Washington Transportation Plan should address freight mobility and freight intermodal connections in the short-range, as well as long-range planning process.
- The WSDOT should take an advocacy role for freight transportation including communicating the structure of the freight industry in Washington, identifying industry trends, emphasizing the role of freight movements in the state's economy, and advocating freight transportation interests in policy development, public planning processes, and project development.
- Elements of the Washington Transportation Plan, regional transportation plans, and local comprehensive plans, where appropriate, should address freight mobility and intermodal connection needs and identify proposed solutions in the following activity centers:
 - Waterborne commerce ports, barge facilities, and airports.
 - Industrial, warehousing, and other intermodal transfer facility areas.
 - Agricultural and natural resource areas.
 - Urban centers.
- Regional transportation plans and local comprehensive plans should address the ability of freight to move within and through their boundaries. Costs of congestion should be compared with costs of congestion mitigation to develop planning and investment decisions. Local comprehensive plans should also reflect the impact of land use recommendations on freight movements within their communities. Freight mobility should be a factor in local concurrency management systems developed under the Growth Management Act.
- Freight interests should be included by regional transportation planning organizations in technical committees, advisory committees, and/or through regular liaisons with freight interests or firms in both transportation planning and project selection processes. Freight interest participation should include both public and private sector representation.
- Freight transportation interests should actively involve themselves in public sector transportation planning and should assess the implications of their operational practices (such as choice of modes, hours of operation, and dispatch methods) on the transportation system.
- Private sector investments in modern logistic equipment and management systems, including intermodal facilities and advanced technologies that support just-in-time deliveries, should be supported by and coordinated with local, regional, and state transportation investments to ensure an efficient transportation system.

Action Strategies

Freight transportation information needs:

- The WSDOT should have responsibility for developing and maintaining an information system to assist statewide freight planning. The system should include information on transportation movements between regions, major routes, major commodity flow patterns, modal shares, and other information needed for freight transportation planning, including the effect of changes in the economy on commodity movements and services.
- Regional Transportation Planning Organizations should have responsibility for gathering and maintaining freight information within their region, in coordination with local jurisdictions. The information should include transportation movements within the region, major routes, commodity flow patterns, and modal shares.
- Freight transportation information systems developed by the state and Regional Transportation Planning Organizations should be developed in coordination with the intermodal management system required by ISTEA. Support for future investments in transportation systems serving sea, air, and river ports should be reflected in the analysis of data obtained through the transportation information systems. Proposed investments should support present and future demands of commodity movements.

Action Strategies:

Improving access for freight:

- *Water Ports:*
Develop and periodically update a State Marine Ports and Navigation Plan component of Washington's Transportation Plan. The plan should define current and future water-borne commerce navigation and transportation system improvement needs to support domestic and international trade, and the economic development role of Washington's marine facilities. The plan also should establish priorities and determine needed alignments of streets and roads that serve ports and other major water commerce facilities, and should identify other landside transportation access needs.
- *Industrial Ports and Intermodal Centers:*
Identify and incorporate landside access needs to industrial ports and other intermodal freight facilities in Washington's Transportation Plan.
- *Roadways:*
Improve a core system of all-weather roadways to move commodities.
Identify and implement options to mitigate or alleviate impacts of traffic congestion on freight movement.
Coordinate with other states to develop and recommend uniform regulations on commercial vehicle weight, size, and configuration.
- *Airports:*

The WSDOT should continue to develop the Aviation Plan component of Washington's Transportation Plan. The plan should consider recommendations of the Air Transportation Commission. The plan should provide airport operation forecasts, identify airport facility needs and benefits, study future capacity requirements and locations for statewide cargo and passenger air services, and address other issues of importance to the aviation industry.

- *Railroads:*

The WSDOT should continue to develop the Freight Rail Plan component of Washington's Transportation Plan. The plan should fulfill the statewide freight rail planning requirements of the federal government, identify freight rail mainlines issues, identify light-density freight rail lines threatened with abandonment, establish criteria for determining the importance of preserving the service or line, and recommend priorities for the use of state rail assistance and state rail banking program funds, as well as other available sources of funds.

- As part of both passenger and freight rail planning, the WSDOT should consider the impact of intercity and regional rail passenger proposals on freight mobility and access, including freight rail capacity, schedule reliability, and intersecting street operations.
- Provide adequate funds to preserve branch line rail service where there is a sufficient public benefit.
- Seek support for additional federal freight rail preservation and safety program funding.
- Evaluate the needs, opportunities and advisability of providing state assistance to operate some freight railroad lines. Implement state assistance in forming rail service areas and establish a state loan program for newly established districts that can be operated profitably.

Action Strategies

Moving freight in containers:

- Support the development of a uniform federal policy regarding overweight containers.
- Washington should pursue a "multistate" approach to the implementation of the Safe Container Transportation Act of 1992. The WSDOT, in coordination with representatives of Washington ports and trucking interests, should establish and maintain contact with other West Coast states and coordinate efforts to implement the provisions of the act.
- The WSDOT, in cooperation with the affected local jurisdictions, should develop an investment strategy to improve roadway segments used extensively for drayage of containers and other heavy freight in port areas.

3.2 FREIGHT RAIL

Preserve essential rail services in the state, as part of a balanced multimodal transportation system.

Identify and work towards the preservation of essential rail services in the state or mitigate the impacts resulting from the loss of essential services.

Prioritize rail projects which provide the greatest total net benefits to the state.

Identify private sector and local area solutions to rail problems and search for solutions supported by private sector or local area matching funds.

Give priority to lines which have demonstrable economic viability and projects that are related to acquisition, rehabilitation, or construction of roadbed, trackage or related facilities.

SECTION 4

APPLICABLE RCW'S

- RCW 47.76: Rail Freight Service

CHAPTER 6

MEET ENVIRONMENTAL RESPONSIBILITIES

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Meet environmental responsibilities.

POLICY PRINCIPLES:

- Minimize, and avoid when practical, air, water and noise pollution; energy usage; use of hazardous materials; flood impacts; and impacts on wetlands and heritage resources from transportation activities.
- When practical, and consistent with other priorities, protect, restore and enhance fish and wildlife habitats and wetlands impacted by transportation facilities.
- Coordinate and take the lead in partnering with other agencies in environmental issues affecting transportation to reduce costs and increase effectiveness.

SECTION 2

SERVICE OBJECTIVES

- Retrofit state highway facilities as appropriate to reduce existing environmental impacts.
- Preserve, restore, and maintain the scenic, cultural, and heritage resources along Scenic and Recreational highways.
- Enable marine ports to continue to operate and expand within their shoreline locations while adequately protecting the natural environment.

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 AIR QUALITY

Transportation will protect the natural environment and improve the built environment by conserving scarce resources; reducing pollutants and other waste by-products from transportation systems; avoiding the disruption and degradation of historically and environmentally significant locations; and by including effective urban design in transportation facilities.

Air Quality

Reduce vehicle exhaust emissions statewide as a means of attaining federal air quality standards through a balanced approach which provides and promotes alternatives to the single occupant vehicle; promotes the use of cleaner fuels; promotes optimum maintenance of individual vehicles; and improves the operating efficiency of the transportation system.

Action Strategies:

- Advocate increased state and local funding support for regional mass transit and high capacity transportation systems on the regional level which reduce emissions and fuel use.
- Complete the Interstate Highway high occupancy vehicle lane system in the central Puget Sound region by the year 2000.
- Require that transportation plans, programs and projects conform to the State Air Quality Implementation Plan's purpose of eliminating violations of the federal air quality standards.
- Require state agencies to purchase clean fuel vehicles as part of their fleets as an example to local governments, private fleet owners, and the general public. State agency experience with clean fuels should be monitored and reported regularly.
- Establish a state technical assistance program to assist local governments, private fleet owners, and the general public in adopting clean fuel technologies.
- Monitor and expand wherever necessary the state's vehicle emission inspection and maintenance program.
- Develop a program to improve transportation system efficiency, including traffic signal timing and coordination.
- Support an increase in the federal motor vehicle fuel efficiency standards.

3.2 WATER QUALITY

Minimize the impact that construction, operation and maintenance of transportation facilities has on the state's surface and ground water.

Minimize and control levels of harmful pollutants generated by transportation activities from entering surface and groundwater resources.

Action Strategies:

- Develop and implement programs which control and remove contaminants before they enter state water resources due to transportation-related construction, operations, and maintenance activities.
- Manage transportation rights of way consistent with state and federal law and best management practices by developing alternatives to the use of environmentally harmful pesticides..
- Develop programs to strengthen transportation agency requirements and practices governing the safe storage, application and on-site containment of deicing chemicals and pesticides.
- Support and conduct research to develop new transportation system water quality management techniques.
- Inventory and characterize WSDOT stormwater discharges and treatment facilities.
- Provide leadership in developing and implementing comprehensive mitigation strategies that integrate a watershed approach with environmental impact mitigation.

3.3 FISH AND WILDLIFE HABITAT PROTECTION

Efforts will be made to mitigate the potential adverse affects that transportation activities can have on fish and wildlife populations.

Protect, restore, and enhance, where feasible, fish and wildlife habitat and populations within transportation corridors.

Action Strategies:

- Conduct a study to inventory transportation barriers to fish passage; establish criteria for identifying which barriers pose the most significant environmental harm; prioritize the removal of identified transportation barriers; and seek program funding for fish passage barrier removal.
- Identify transportation corridors with significant wildlife losses due to “road kill,” or habitat impacts and develop strategies for reducing wildlife losses within these corridors.
- Improve inter-agency communications, consultations and agreements on habitat protection issues.
- Minimize impacts to natural habitats in design, construction and maintenance activities.

3.4 WETLANDS CONSERVATION

Population growth, urban runoff, erosion, and current construction practices all contribute to the destruction and degradation of wetlands in the state.

Support federal and state “no net loss” policies by protecting, restoring, and enhancing natural wetlands adversely impacted by transportation-related construction, maintenance, and operations activities.

Action Strategies:

- Continue to comply with existing Federal, state and local regulations pertaining to wetland displacement and mitigation wherever transportation-related construction, maintenance and operating activities impact wetland resource quality or quantity.
- Avoid the displacement of natural wetlands within transportation rights of way wherever practicable.
- Compensate for all unavoidable loss of wetland function through scientifically valid and cost-effective environmental enhancements.
- Initiate the use of advanced mitigation and mitigation banking concepts.

3.5 USE OF NON-RENEWABLE ENERGY RESOURCES

Present transportation systems and land use patterns, oriented to the single occupant vehicle, promote efficient use of non-renewable energy resources.

Improve the energy efficiency of the transportation system and reduce the consumption of and dependence upon non-renewable energy resources.

Action Strategies:

- Develop state and local programs designed to increase the acceptance and use of alternative fuels for the state's vehicle fleet, business fleets, and private vehicles.
- Require, where appropriate, state and local government adoption of transportation demand management policies and regulations designed to reduce single-occupancy vehicle use, to reduce congestion, and to support the public transportation system.
- Require incorporation of energy efficiency principles into land use and transportation planning and development.
- Develop a program to monitor, evaluate, and report on the energy efficiency of all transportation facilities and systems.
- Develop incentives for public and private fleet owners to increase the energy efficiency of their vehicles and operations.
- Advocate the development of mass transportation systems that decrease energy consumption.
- Support an increase in the federal motor vehicle fuel efficiency standards.
- Institute the use of economic incentives to encourage the purchase of fuel efficient vehicles.

3.6 VISUAL QUALITY

Visual quality is a vital component of environmental quality and transportation safety which can be affected by transportation policy.

Protect and enhance the visual quality of Washington's transportation corridors and facilities.

Action Strategies:

- Implement transportation system guidelines to ensure compatibility with the scenic and landscape characteristics of transportation corridors and adjacent areas.
- Support state and local public awareness programs and the enforcement and strengthening of existing laws relating to litter control and recycling.
- Require the incorporation of landscaping elements into the design of new transportation systems.

Identify outstanding vistas visible from transportation corridors, then protect, restore, and enhance them.

3.7 NOISE ABATEMENT

Noise is a form of pollution which increases when transportation volume and speeds increase, and which may result from land, water, and air-based systems. Noise detracts from environmental quality and is ultimately linked to transportation policy.

Minimize noise impacts from transportation systems and facilities.

Action Strategies:

- Require that new transportation system facilities and structures be evaluated for adverse noise impacts. Minimize adverse noise impacts if reasonable and feasible.
- Require that local land use plans identify excessive noise impacts from noise generators including transportation facilities; identify locations of needed noise mitigation measures; and avoid future excessive noise impacts by establishing a pattern of land uses and building codes that minimize the exposure of community residents to excessive noise levels.
- Develop a state transportation program to mitigate excessive noise impacts from transportation facilities as identified in local land use plans.
- Support research into development of alternative transportation modes which create minimal operational noise impacts within and adjacent to transportation corridors.

3.8 USE OF HAZARDOUS SUBSTANCES

Reduce the potential adverse effects transportation, storage, application, and disposal of hazardous substances can have on surface and ground water, fish and wildlife populations and habitat, and air quality.

Reduce, and eliminate where practical, the reliance of the state's transportation system on environmentally hazardous substances utilized in the construction and maintenance of transportation facilities; ensure the adoption of best management practices in handling hazardous substances for transportation purposes.

Action Strategies:

- Incorporate best management practices throughout the transportation system when identifying, transporting, storing, applying, and disposing of environmentally hazardous substances.
- Establish a transportation system-wide emergency response capability to manage accidental hazardous substance spills and related incidents quickly and effectively.
- Institute and promote training programs to ensure that only qualified or certified personnel within the transportation community are employed when storing, applying and disposing hazardous substances.
- Identify environmentally unsafe products and a timetable for their eventual replacement for transportation construction and maintenance purposes.
- Support the development and use of less toxic substances and the recycling or reuse of hazardous substances currently used for transportation construction and maintenance purposes.

3.9 HERITAGE RESOURCES

The transportation system is a valued resource which links Washington residents and visitors to our scenery, our state and national parks and recreation areas, our historic sites and our cultural centers.

Given the widespread interest in stewardship of valuable cultural, natural and historic resources, collectively called heritage resources, and the diverse responsibilities which are exercised in managing them, the state transportation interest in preserving, enhancing, and interpreting heritage resources is to:

Provide appropriate access to those resources which have been identified by national, tribal, state and local resource management entities.

Provide directional and interpretive signing along the transportation system. Directional signing on the transportation system to access cultural, natural and historic resources should be considered only when resources are identified as significant in regional transportation plans, or where there are clear economic benefits.

Assist where appropriate with preserving and enhancing resources which are within transportation corridors or are in integral part of the traveling experience along a corridor. Significant proposed transportation projects relating to the preservation, enhancement, or interpretation, of resources on the transportation system should be identified in regional transportation plans. In all cases, any contemplated project should be consistent with regional transportation plans.

Avoid, minimize or mitigate impacts of transportation projects on heritage resources.

Cooperate in promoting heritage resources to aid tourism and achieve economic benefits.

Commit state funding to leverage funding opportunities from other sources for transportation projects which preserve, enhance and interpret heritage resources within transportation corridors. Innovative funding sources, both public and private, should be pursued. Transportation funding should only be made available for heritage related transportation projects where there are partnerships with resource managers who have pledged a public or private financial commitment.

Action Strategies

Jurisdictional Coordination:

- Transportation agencies shall involve public land agencies, tribal nations, private land owners and local organizations to help preserve, interpret, and enhance identified heritage resources. Identification of heritage resources is primarily the responsibility of local communities, tribal nations and state resource agencies.

- The WSDOT should participate in preserving, enhancing, and interpreting heritage resources by providing:
 - Guidelines to RTPO's for identifying significant heritage resource projects on the transportation system.
 - Technical assistance to applicants for federal or state transportation funds and referral to various funding sources.
 - Assistance in developing cooperative promotional programs which highlight heritage resources in travel loops, along scenic byways, or as visitor destinations.
 - Staff assistance to planning efforts where there is a statewide interest.

Action Strategies

Preservation and Enhancement Activities:

- As a normal part of doing business, transportation agencies will evaluate opportunities and identify methods to preserve and enhance significant cultural, natural, and historic resources identified in regional transportation plans.
- Excess rights-of-way and transportation facilities that are no longer needed may be used to preserve or provide access to heritage resources. Transportation agencies will evaluate, prior to disposal, whether these properties can be used effectively.

Action Strategies

Interpretation Activities:

- Local communities, tribal nations and state agencies that manage heritage resources of state interest should identify locations where interpretation activities are needed and desired. Following identification, such information should be provided to state agencies, Regional Transportation Planning Organizations, and local governments for developing transportation plans and projects.
- The WSDOT shall publish a brochure summarizing signing regulations along state transportation facilities to be distributed to local communities, state agencies, and other interested organizations. Policies on "follow through" signs should be included. Criteria for historical signs and markers, developed by the Interpretive Markers Council, also should be included.

Action Strategies

Economic Opportunities:

- Promotional programs, which highlight heritage resources in travel loops, along scenic byways, or as visitor destinations, shall be developed cooperatively among transportation agencies and communities.

Action Strategies

Funding Heritage Resource Efforts:

- The WSDOT shall propose a budget supporting a scenic highways/ byways program at a level sufficient to match potential federal, non-profit and private funds for heritage resources related state transportation projects.

- The Legislature should consider providing additional resources to regional transportation planning agencies to carry out planning which addresses cultural, natural, and historic resources on the transportation system.

SECTION 4

APPLICABLE RCW'S

- RCW 47.01.270: Radio Active or Hazardous Cargo - Notice of Prohibition
- RCW 47.01.290: Environmental Review of Transportation Projects
- RCW 47.01.300: Environmental Review of Transportation Projects: Cooperate
With Other Environmental Regulatory Authorities
- RCW 47.36.290: State Park Directional Signs
- RCW 47.39: Scenic and Recreational Highway Act of 1967

CHAPTER 7

COOPERATE AND COORDINATE

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Cooperate and coordinate with private and public transportation partners so that systems work together cost effectively.

POLICY PRINCIPLES:

- Promote regional coordination of state, local and private transportation planning and activities.
- Involve transportation stakeholders and the general public early and continuously in all aspects of transportation planning and development.
- Promote the use of priority programming methods by all transportation jurisdictions as a standard of good practice.
- Ensure that transportation facilities of statewide significance are planned for and can be sited.
- Integrate decisions on land use development and transportation investment so that needed transportation facilities and services are provided concurrently with growth.
- Promote public-private partnerships.

SECTION 2

SERVICE OBJECTIVES

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 PLANNING

Establish a statewide regional transportation planning process which defines the relationship between local, regional, and state transportation plans and promotes statewide coordination and consistency, while allowing for regional differences in addressing transportation problems. Transportation planning and investments must be coordinated with land use and economic development decisions.

State Role:

The state's role in transportation planning is to:

- Ensure that state transportation programs are consistent with adopted state goals
- Plan, prioritize, and implement state transportation investments consistent with state, regional, and local comprehensive plans.
- Provide for regional review of proposed state investments to ensure local and regional concurrence.

Regional Role:

The regional role in the transportation planning process is to:

- Ensure consistency of regional and local transportation plans with state goals.
- Coordinate between state and local transportation plans, including the plans of public transportation agencies.
- Designate a transportation system of regional significance that is the subject of the regional planning process and relates to local planning efforts.
- Develop transportation plans that address regional transportation issues, including regional development patterns, forecasts of travel based on the regional development pattern, and capital facilities and Transportation Systems Management program needs for the regional system.
- Adopt regionally coordinated service level standards for the regional system of highways, arterials, and transit routes.
- Develop a financing element that identifies funding to meet identified needs or requires reassessment of the development pattern and forecast if needs cannot be met.

Local Role:

Change existing laws to require local comprehensive plans to more effectively integrate transportation and land use planning. These requirements should:

Specify the following parts of a local comprehensive plan transportation element:

- Land use assumptions
- Transportation/ Circulation
- Transit
- Transportation financing
- Intergovernmental coordination
- Demand management

Specify content requirements for the transportation plan element.

Require local implementation regulations that ensure that the transportation impacts of development on and off-site are addressed prior to development.

Directly tie the financing element of the transportation plan to the six year transportation improvement program

3.2 ISSUES OF STATEWIDE SIGNIFICANCE

Transportation issues of statewide significance concern all citizens in the state because they link Washington communities together, support the statewide economy and provide connections for Washington citizens with other states and international destinations.

Transportation issues of statewide significance include transportation facilities that serve statewide travel markets such as:

Portions of the state's roadway and ferry systems designated by WSDOT as part of the Trunk and Branch System that connects Washington's urban areas and handles the majority of statewide travel.

Statewide passenger transportation, including federally classified primary and commercial airports that provide scheduled passenger services and AMTRAK rail passenger services.

Statewide freight transportation, including mainline freight rail lines, federally classified primary and commercial airports that provide freight cargo services, navigable river systems, and water ports engaged in international trade.

The Transportation Commission and WSDOT should take the lead in addressing transportation issues of statewide significance by developing statewide transportation plans in cooperation with Regional Transportation Planning Organizations. Once statewide system plan improvements are adopted by the Transportation Commission, local comprehensive plans should reflect the proposed improvements as "essential state public facilities."

Regional Transportation Issues of State Interest

Transportation issues of state wide significance include regional transportation issues of state interest, such as:

Improvements to those portions of the state-owned transportation system that serve urban and rural regional travel

Land access to primary commercial airports

Land access to water ports

Congestion management

Regional freight movement, and

Air pollution from vehicle emissions.

The Regional Transportation Planning Organizations shall take the lead in identifying needs and proposed solutions for the regional transportation system. Once adopted in the regional transportation plan, local comprehensive plans shall reflect the proposed improvements as "essential regional public facilities."

Incorporation Of Statewide Significant Issues:

Establish a process to incorporate transportation issues of statewide significance into regional transportation plans and local comprehensive plans.

Action Strategies:

- Local comprehensive plans should be required to address transportation issues of statewide significance.
- The Department of Community Trade and Economic Development Procedural Criteria for governments implementing local growth management programs should define the relationships between state, regional, and local transportation plans.
- WSDOT should develop planning standards for Regional Transportation Planning Organizations through the Washington Administrative Code.
- WSDOT should participate in developing county-wide and multi-county planning policies to work with local jurisdictions on addressing transportation issues of statewide significance.
- Conflicts between state transportation plans and local or regional plans should be resolved through regional Growth Planning Hearings Boards or through mediation.

3.3 LAND USE AND TRANSPORTATION LINKAGES

Maximize the efficient use of the state's transportation system by developing land use patterns and transportation improvements that facilitate the use of alternatives to single-occupancy vehicles; make trips shorter; and reduce vehicle travel by providing mixed land development.

Require regions to develop guidelines on desirable community and regional development patterns that allow for alternatives to single-occupant vehicles, make trips shorter, and reduce the need to make trips.

Action Strategy:

- Regional guidelines on desirable community and regional development patterns include the following:
 - Regional development patterns and densities
 - Mixing land uses
 - Transportation infrastructure
 - Design that promotes travel by alternatives to single-occupant vehicles
 - Parking

Provide incentives to local governments to adopt and follow regional guidelines on community and regional development patterns through the implementation of local comprehensive plans.

Action Strategies:

- Incorporate criteria into prioritization and selection processes for state and federally funded capacity improvement projects that reinforce development patterns which reflect regional and local growth management objectives and link land use and transportation.
- Apply this criteria to transportation capacity improvements funded through sources such as the following:
 - State Highway Improvements
 - Transportation Improvement Account
 - Urban Arterial Trust Account
 - High Capacity Transit Account
 - State Aid Highway Programs
 - County Road Administration Program (Rural Arterial Program)

Require that public agencies plan, design, locate, and manage new public offices and services to reduce the need for trips and to promote high-occupancy vehicle and non-

motorized travel. In locating offices, consider access for clients and employees and balance these needs with short-term costs to the agency.

Action Strategies:

- Public institutions should locate new offices, services and educational facilities so they are accessible to public transit services and have safe access for pedestrians and bicyclists.
- Locate new public offices near existing and planned worksites.
- Coordinate with local transit agencies when designing and siting new public facilities to provide for high-occupancy vehicles (HOV) and non-motorized travel by employees and clients.
- Plan and develop co-located facilities based on the potential for serving common clientele and reducing the need for vehicle trips by clients, agency visitors, and staff.

3.4 PROGRAMMING

Transportation programming is the decision process that establishes priorities and selects specific transportation projects for implementation.

Transportation Programming on the Regional Level

Coordinate transportation programming decisions on the regional level to ensure consistency with the regional transportation plan.

- Identify the regional transportation system through the regional transportation planning process.

Effective program coordination must begin with coordinated planning. In order to plan for the regional transportation system, the regional transportation planning process must clearly identify which transportation facilities are regionally important. The planning standards for the regional transportation planning program should require the following actions by regional transportation planning organizations:

- Designate a regional transportation system, which at a minimum includes all WSDOT transportation facilities; locally-owned freeways, expressways, and principle arterials; and high capacity transit systems and services. Regions should also inventory and include any other transportation facilities and services that the region deems to be of regional importance.
- Develop performance standards to measure achievements for implementing the regional transportation system.
- Implement an ongoing performance monitoring program for the regional transportation plan.
- Adopt criteria for identifying regionally significant transportation projects. The criteria will include, at a minimum, major capacity and operational improvements to the designated regional transportation system.

- Require regional review of regionally significant transportation projects. Implement the 1990 Growth Management Act requirement that all regionally significant transportation projects and services be consistent with the regional transportation plan through the following mechanisms:
 - Require WSDOT, cities, counties, and transit agencies to submit regionally significant projects from their six-year programs to the Regional Transportation Planning Organization (RTPO) for certification of consistency with the regional transportation plan.
 - Encourage WSDOT and local governments to submit non-regionally significant projects to the RTPO on a routine basis to enhance information sharing among jurisdictions.

- Coordinate priority-setting mechanisms for regionally significant projects. Transportation project prioritization should remain the responsibility of the owners of the facility, however priority setting mechanisms for regional facilities should be regionally coordinated. To accomplish this:
 - All jurisdictions should rely on regional performance standards as a guide for the expenditure of federal, state, regional or local transportation funds on the regional transportation system.
 - RTPOs should establish broad priority categories as guides for jurisdictions in programming regionally significant transportation projects.
 - WSDOT, cities, counties and transit agencies should adjust their priority setting mechanisms over time to ensure that regional performance standards are met.

Establish a new funding mechanism for regionally significant transportation projects. The funding mechanism may include local options sources, be at the option of the region, and should be available for use on multiple transportation modes. Evidence of local effort in meeting regional needs should be a major criterion for allocating new regional funding.

Local Six-Year Transportation Improvement Programs

WSDOT, the Transportation Improvement Board, the County Road Administration Board, cities, counties, and transit agencies must cooperate actively in developing one consistent WAC rule to standardize the format, procedures and content for six-year transportation improvement programs.

Local six-year programs should identify all regionally significant projects meeting adopted regional criteria. These projects will be submitted to the RTPO for certification of consistency with the regional transportation plan.

The local six-year transportation improvement program is the appropriate vehicle for demonstrating that state-mandated “concurrency” (i.e., adequate transportation capacity and funding capability to support new development) requirements are being met. The current Transportation Improvement Program (TIP) document and process should be adapted for this role, rather than creating a new mechanism.

Priority Programming for Local Governments

Transportation priority programming methods should be required for all jurisdictions. This requirement should apply to the functionally classified roadway system, as well as to transit capital expenditures. Priority programming should be integrated into Washington’s growth management program as a standard of good practice.

The state (WSDOT) should provide ongoing technical assistance to local governments in the course of developing and implementing these priority programming methods.

3.5 PARTNERSHIPS

Washington state should formalize and expand it's leadership role in promoting public-private partnerships at every government level.

Minimize legal regulatory barriers to private participation in owning, planning, finance, building, maintaining, and managing transportation facilities and services; Encourage state and local government to remove barriers to private investment in transportation; Continue efforts to increase private sector involvement in transportation where practical and in the public interest; and to Encourage joint public-private initiatives for financing transportation facilities and operations

Pursue and implement a public/private initiatives program for transportation capital improvements.

Action Strategies:

- Implement the public-private initiatives program in cooperation and consultation with affected jurisdictions.
- Use expertise available inside and outside government to ensure success.
- The State should be reimbursed by the private sector for services provided in support of the program.
- Minimize the state's liability and protect the project's viability through negotiated agreements.
- Once completed, the projects will be state-owned, and leased to the private entity for operating purposes for up to 50 years. The projects should be required to meet all appropriate state standards when they revert to the state at the end of the lease term.
- Include in lease agreements negotiated charges and a lease terms not to exceed 50 years for private sector development in airspace and rights of way that provide public benefits.
- Authorize user fees or tolls within a project area to allow a reasonable rate of return on investments. Establish a maximum rate of return on a project-by-project basis, through a negotiated agreement between the state and the private entity.

- Establish “incentive” rates of return beyond the maximum rate of return, to encourage the attainment of a safety, performance, or transportation demand management goals. If incentive rates are negotiated in the agreement, share this information with the private entity and the affected public jurisdiction in the agreement.
- Apply user fees or toll revenues to payment of the private entity’s capital outlay costs.
- Charge user fees or tolls for the facility’s use following expiration of the lease term. Use these revenues for operations and maintenance of the facility, and/or paid to the local transportation planning agency.

Encourage the use of community redevelopment financing as a means of increasing private sector investment in the state’s transportation system.

3.6 FACILITY NAMING

The authority to name transportation facilities rests with the Transportation Commission; however, evidence of community support and acceptance is essential.

Community support shall be measured, preferably, through a Resolution or Memorial adopted by the Legislature. Other evidence may include:

1. Supportive letters from state and federal legislators representing impacted area.
2. Resolutions passed by local and regional elected officials.
3. Department of Transportation regional support.
4. Supportive actions by organizations such as Chambers of Commerce and service clubs.

If WSDOT desires to initiate the naming process, the following steps are required:

1. The appropriate Regional Administrator nominates the person to be honored and provides supporting information and evidence of community support to the Office of the Secretary.
2. The Office of the Secretary reviews such requests for appropriateness and consistency and, and at his or her direction, forwards them to the Transportation Commission.
3. If the Transportation Commission approves, a resolution shall suggest legislative support by Resolution or Memorial.

Following final Transportation Commission action naming the facility, WSDOT, through the Regional Administrator, will take the necessary actions to design and install the appropriate signs in accordance with state and federal standards.

SECTION 4

APPLICABLE RCW'S

- RCW 47.05: Priority Programming for Highway Development
- RCW 47.06: Statewide Transportation Planning
- RCW 47.44: Franchise's on State Highways (sharing of right of way)
- RCW 47.46: Public - Private Transportation Initiatives
- RCW 47.80: Regional Transportation Planning Organizations

CHAPTER 8

CONTINUOUSLY IMPROVE

SECTION 1

POLICY OBJECTIVE/ PRINCIPLES

POLICY OBJECTIVE:

Continuously improve the efficient and effective delivery of agency programs.

POLICY PRINCIPLES:

- Focus on the customer in delivering services.
- Provide a work environment that encourages excellence, values diversity and provides predictable career paths for employees.
- Take advantage of available, cost effective technologies to improve processes and systems.
- Develop plans and budgets that clearly articulate policy objectives and measure and communicate progress toward meeting those objectives.
- Provide appropriate management, agency resources, and business processes to support program delivery.
- Identify transportation needs and communicate the need for predictable transportation funding.

SECTION 2

SERVICE OBJECTIVES

SECTION 3

POLICY ON SPECIAL TOPICS

3.1 TRANSPORTATION FUNDING

The existing financial structure of the various transportation taxes and fees reflects the fact that the state of Washington has subscribed to the principle of dedication for specific purposes rather than to the principle of competition among modes and jurisdictions.

Dedicated Funding:

Dedicate transportation revenues to transportation purposes.

Retain the current constitutional dedication of state gas taxes and vehicle registration fees.

Constitutionally dedicate all other current transportation related funding sources and future additional funding sources to provide a consistent base of support for all transportation uses.

Action Strategies:

- Pursue a strategy for a separate amendment to the Constitution to dedicate Motor Vehicle Excise Tax and future revenue other than the gas tax generated from transportation and transportation-related taxes and fees for transportation purposes.

Funding Sources:

To ensure the economic vitality of the state, transportation revenues should keep pace with inflation and growth.

Reprioritize existing funding sources and/ or new revenue sources as the demand for transportation facilities and services changes.

Action Strategies:

- Pursue implementation of financing mechanisms, such as indexing gas tax and registration fees, to ensure transportation revenue levels reflect the changing cost of doing business and the increased use of the transportation system.
- Include in comprehensive planning efforts, an evaluation of current and emerging transportation initiatives for funding implications.
- Incorporate financial considerations into all transportation planning activities.
- Coordinate revenue planning efforts among jurisdictions.

Funding Levels:

Fund mobility needs for both people and goods at appropriate levels to ensure continued economic vitality for Washington state. Transportation's share of the state's economic activity (as measured by state personal income) should at least remain at historical levels.

New funding proposals should be comprehensive and address modal and jurisdictional needs.

Action Strategies:

- Actively pursue new funding (such as public-private partnerships, leveraging, debt financing, indexing and congestion pricing) to keep transportation funding at least at historical levels.
- Continue to coordinate all efforts relating to proposed transportation revenue measures.
- Establish a continuing outreach process for disseminating information, and analyzing responses leading to revenue proposals.
- Continue to improve efficiencies in the use of transportation revenues.

Program Funding:

Continue State program funding for transportation facilities and services not owned by the state but of state interest.

Continue funding both state- and locally-owned transportation facilities from statewide taxes.

Pursue a higher degree of flexibility in the use of revenue to fund transportation programs across modes and jurisdictions.

Local Flexibility:

Enable local jurisdictions of differing needs to augment existing transportation funding with local option taxes and charges.

Transportation Use Patterns:

Impose, increase, or reduce transportation revenue sources to encourage efficient transportation service usage's and to discourage inefficient travel patterns.

3.2 DELEGATION AUTHORITY

The State Transportation Commission has the authority to delegate any of its powers to the Secretary of Transportation whenever it deems it desirable for the efficient administration of the department.

Comprehensive Transit Plan

The Secretary of Transportation is authorized to review, approve or disapprove the comprehensive transit plan submitted by any public transportation benefit area authority. Upon approval of any such plan, the Secretary shall certify to the State Treasurer such authority's eligibility to receive motor vehicle excise tax proceeds as provided by law.

Cooperative Agreements

The Secretary of Transportation is delegated the authority to enter into cooperative agreements with counties, cities and towns providing for the regulation, alteration and improvement of streets and roads constructed or improved as a functional part of state limited access highways and relinquished to such local jurisdictions for local operation.

Ferry System Management

The Secretary of the Department of Transportation is delegated all day-to-day management responsibilities of the Washington State Ferry System. The Secretary may further delegate this responsibility in whole or in part to such other staff of the Department of Transportation as he deems appropriate.

Overweight Vehicle Management

The power to enact rules necessary to implement and administer RCW 46.44.090, with respect to oversize and overweight vehicle movements on state highways is delegated to the Secretary of Transportation.

Limited Access Facilities

The Washington State Transportation Commission may plan, designate, establish, regulate, alter and improve limited access highway facilities. All revisions to duly established limited access highway facilities may be made under the direction of the Secretary of Transportation.

Policy For Access Control:

Control is effected by acquiring rights of access from abutting property owners and by selectively limiting approaches to the facility. Facilities thus controlled are termed limited access highways and are further distinguished as having full, partial or modified access control. The type of access control is determined by the functional classification and importance of the highway, the character of the traffic, the present and future land use, the environment and esthetics, the highway design and operation, and the economic considerations involved.

The establishment of full or partial control of access shall be considered whenever major improvements, reconstruction, relocation, or new facilities are required on all highways of Minor Arterial or higher classification. Modified access control may be provided on existing facilities, or existing highways may be maintained as non-limited access facilities, where there is no practical alternative within reasonable cost, upon approval by the Assistant Secretary for Highways.

Nothing in this policy is meant to prevent short sections of full, partial, or modified control of access being used on any state highway where unusual topographic, land use, or traffic conditions exist. Also, The Secretary, or an appointed designee, has authority to relax or increase the minimum requirements as local conditions demand. Special design problems should be dealt with on the basis of sound engineering, economic and environmental principles.

The Secretary of Transportation shall establish and maintain a Master Plan for establishment of limited access highways, showing those highways where control of access is planned. Highways shall be included on the Master Plan in Conformance with this policy and with such additional rules as the Secretary may deem necessary.

3.3 ADDITIONAL COMMISSION POLICIES

WSDOT Properties Management:

It shall be the responsibility of the WSDOT Office of Real Estate Services to efficiently manage WSDOT properties in accordance with the provisions of RCW Chapter 47 by:

- Maintaining an accurate inventory of all real property assets.
- Leasing property to achieve the highest return.
- Determining which property or property rights are not required for transportation purposes.
- Disposing of those properties that have been declared surplus by the Secretary of Transportation.
- Obtaining the highest return on disposal of real property through exchanges, public auction, or direct sales.
- Providing the Transportation Commission a report on a periodic basis of all properties sold.

SECTION 4

APPLICABLE RCW'S

- RCW 47.06.040: Statewide Multi-Modal Transportation Plan
- RCW 47.08: Highway Funding
- RCW 47.39: Scenic and Recreational Highway Act of 1967
- RCW 47.40: Roadside Improvement and Beautification
- RCW 47.64.006: Public Policy (marine employees and ferries)